

DUNBAR / SPRING COMMUNITY DEVELOPMENT PLAN

Inventory, Analysis, Community Goals, Action Items
January - December 1995

Corky Poster
Associate Professor, Faculty Advisor
Architect, Planner (AICP)

Students:
G. Michael Carlson, Planning Program
Luis L. da Silva, Planning Program
Robert Dawson, Architecture
Jennifer Mei, Architecture
Paul Braun, Renewable Natural Resources

TABLE OF CONTENTS

I.	Introduction	1
	Acknowledgments	2
	Introduction	3
	Planning Process	4-6
	Neighborhood Location and Boundaries	7-10
II.	Demographics	11-21
III.	Urban Characteristics	23-24
	Zoning	25-31
	Land Use	32-42
	Land Ownership	43-45
	Urban Form and Fabric	46-55
IV.	Historical Resources	57-61
V.	Infrastructure	63
	Aviation Parkway / DLUCS II	65
	Auto Traffic	66-67
	Street Widening	68-69
	Public Transportation	70-71
	Bicycle Traffic	72-73
	Pedestrian Traffic	74-75
	Water	76-77
	Drainage	78-79
	Electricity	80
VI.	Community Dynamics	81
	Crime	83-86
	Education	87-90
VII.	Issues and Opportunities	91-94
VIII.	Community Goals	95-98
IX.	Implementation and Action Items	99-119
	Appendix I - Aviation Parkway.....	121
	DLUCS II, Update, September 94	123
	DLUCS II, Update, August 93	124
	DLUCS II, December 92	125-128
	Appendix II - Meetings and Interviews	129
	List of Meetings and Interviews.....	130
	Appendix III - Maps and Graphs	131
	List of Maps	132-133
	List of Graphs	134
	Appendix IV - Questionnaire	135-138
	Appendix V - Questionnaire Responses	139-148
	Appendix VI - Sources and Focus Meeting Notes	149



I. INTRODUCTION

ACKNOWLEDGMENTS

The Dunbar/Spring Community Development Plan was developed in conjunction with the Dunbar/Spring Neighborhood Association, the Tucson Urban League, the Roy P. Drachman Institute For Land and Regional Development Studies/Cooperative Extension, and the University of Arizona, College of Architecture. The Project Director is Corky Poster, Architect, Planner, and Associate Professor. The Project Director from the Tucson Urban League is Marilyn Robinson. Funding was provided through a Community Development Block Grant from the City of Tucson.

A plan of this scope cannot be undertaken without the concerted work of many people. In particular, the work of several talented and hardworking students of the University of Arizona College of Architecture contributed to its success. The students involved in the development of this plan are G. Michael Carlson, Luis Lopes Da Silva, Robert Dawson, Jennifer Mei, and Paul Braun.

Finally, this plan could not exist without the unpaid efforts of scores of neighborhood residents and their organizations. If the plan is successful it will be because of their vision and their efforts. A complete listing of meetings and interviews is in the appendix.

December 1995
Tucson, Arizona

INTRODUCTION

The Dunbar/Spring neighborhood is an area of great importance to the City of Tucson due to both its proximity to downtown and its deep cultural history. It was one of Tucson's first "suburban " areas and a predominantly African American area of Tucson, associated with the Dunbar School, located at the corner of Second Street and Main Avenue. Today, the neighborhood is one of Tucson's most integrated, with a diverse mix of Anglo, African American, Hispanic, Native American, and Asian residents.

The neighborhood is an area of growth and change, facing a number of complex issues. Commercial development, the construction of the last mile of the Aviation Corridor, and the proximity to downtown Tucson increase the levels of activity. The recent acquisition of the Dunbar School by the Dunbar Coalition will lead to further neighborhood development. These issues increase the need for the development of a planning framework in which the residents can be involved in the decisions for their own future.

The Dunbar/Spring Community Development Plan is intended to serve two purposes; first to be consulted as a reference for information about the physical conditions of the neighborhood and its residents. This information will come under the heading "Inventory and Analysis," covering demographics, urban characteristics, historical resources, infrastructure, community dynamics, and issues and opportunities. The second purpose of this plan is to assess the goals and problems of the neighborhood based upon the information surveyed of the neighborhood residents. This section of the document is titled "Goals and Action Strategies." Information in this section will be the basis for future implementation.

PLANNING PROCESS

A comprehensive community development plan centers on specific internal and external neighborhood issues. A comprehensive community development plan differs substantially from a typical neighborhood plan. It addresses the small geographic area typically reserved for neighborhood plans but with a focus on the broad range of issues typically part of a city-wide or regional comprehensive planning process. Its intent is strategic and not regulatory, designed to guide and generate community action and not a public review process. This plan's focus is on neighborhood concerns, and is land use based as it relates to those concerns. It is based on community participation and represents the community's perception of its own strengths, weaknesses, goals, and vision. It is action-oriented, intended to develop a list of actions any one of which can be undertaken to materialize the goals of the plan. Finally, it is "opportunistic," intended to offer a list of non-prioritized and non-sequential strategies to allocate resources and guide their implementation. Ultimately, it is a tool for action to improve the quality of life for the residents of the study area.

This planning strategy has been successfully developed and used in past years in several Tucson neighborhoods. An example is the *South Park Area Community Development Plan*, developed jointly by the Drachman Institute at the University of Arizona, the Tucson Urban League, and the South Park residents. This plan evolved from the residents' specific needs and has provided a framework for activities in this area for the years since the plan's approval. It has since that time generated more than \$2 million and other resources to implement specific activities outlined in the plan.

This Dunbar/Spring Community Development Plan follows the same plan-

ning method. A flow chart of this process is illustrated on the following page. Neighborhood residents contributed information and discussed and participated in the analysis of the data presented. From this analysis a list of Issues and Opportunities was created to serve as a means to discuss and identify the neighborhood's main goals.

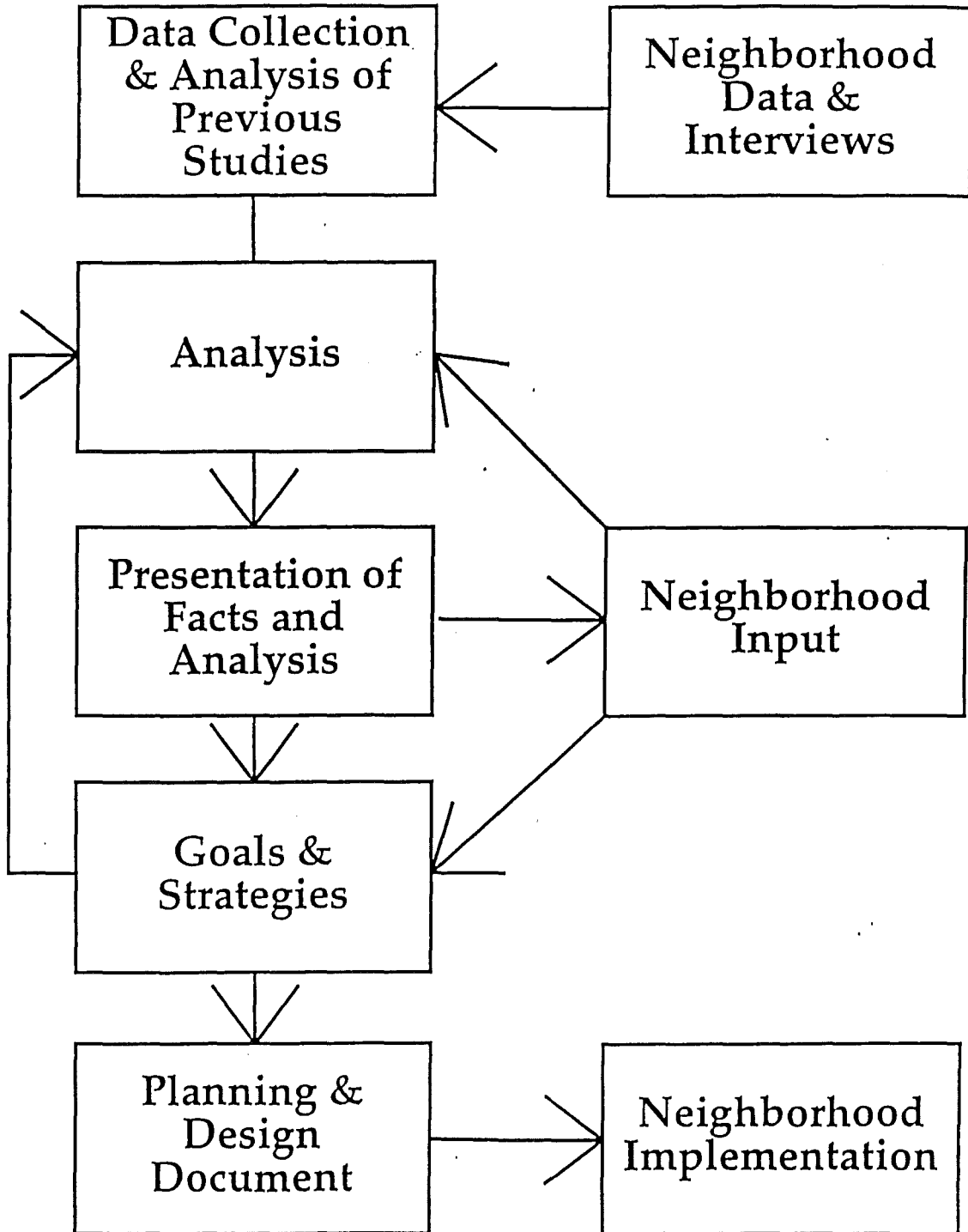
A broad-based steering committee actively worked together with the planners to develop specific goals and action items that will be discussed in the Implementation and Action Items.

This document constitutes one of several media used to develop and record the planning process. A slide presentation had been used to display the data gathered and to foster discussions. It also served as the basis for a video production. The Dunbar/Spring Community Development video was produced by this same planning team.

PLANNING FLOW CHART

Neighborhood Steering Committee
and Planning Team

Neighborhood At-Large

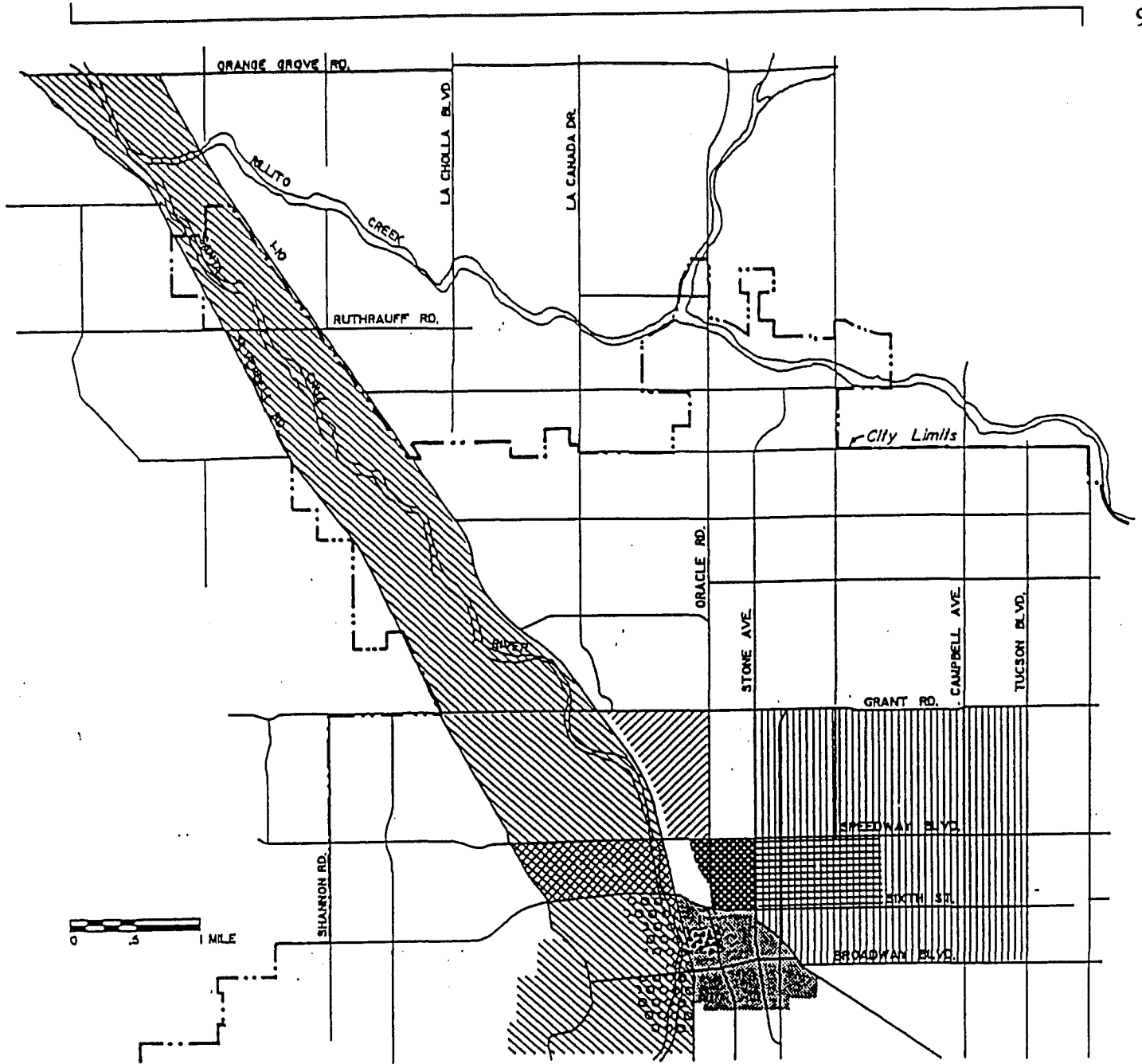


LOCATION

The Dunbar/Spring neighborhood is located in the heart of Tucson, just east of Interstate 10, and north of downtown Tucson. The neighborhood encompasses an area of approximately 25 blocks (146 acres). The neighborhood's total population is just over 900 persons.

The Dunbar/Spring neighborhood is surrounded by the neighborhoods of Barrio Anita, West University, and El Presidio. The neighborhood's location is in close proximity to the City of Tucson's central business district, Pima Community College (Downtown Campus), and the University of Arizona.

The neighborhood's boundaries are Speedway Boulevard to the north, Stone Avenue to the east, Sixth Street to the south, and Granada Avenue and the Southern Pacific Railroad tracks to the west. The neighborhood has a residential core with commercial business frontage along Main and Stone Avenues, and some commercial and industrial uses along Sixth Street and Speedway. Several churches and social institutions are located within or adjacent to the neighborhood.



ADJACENT PLAN AREAS

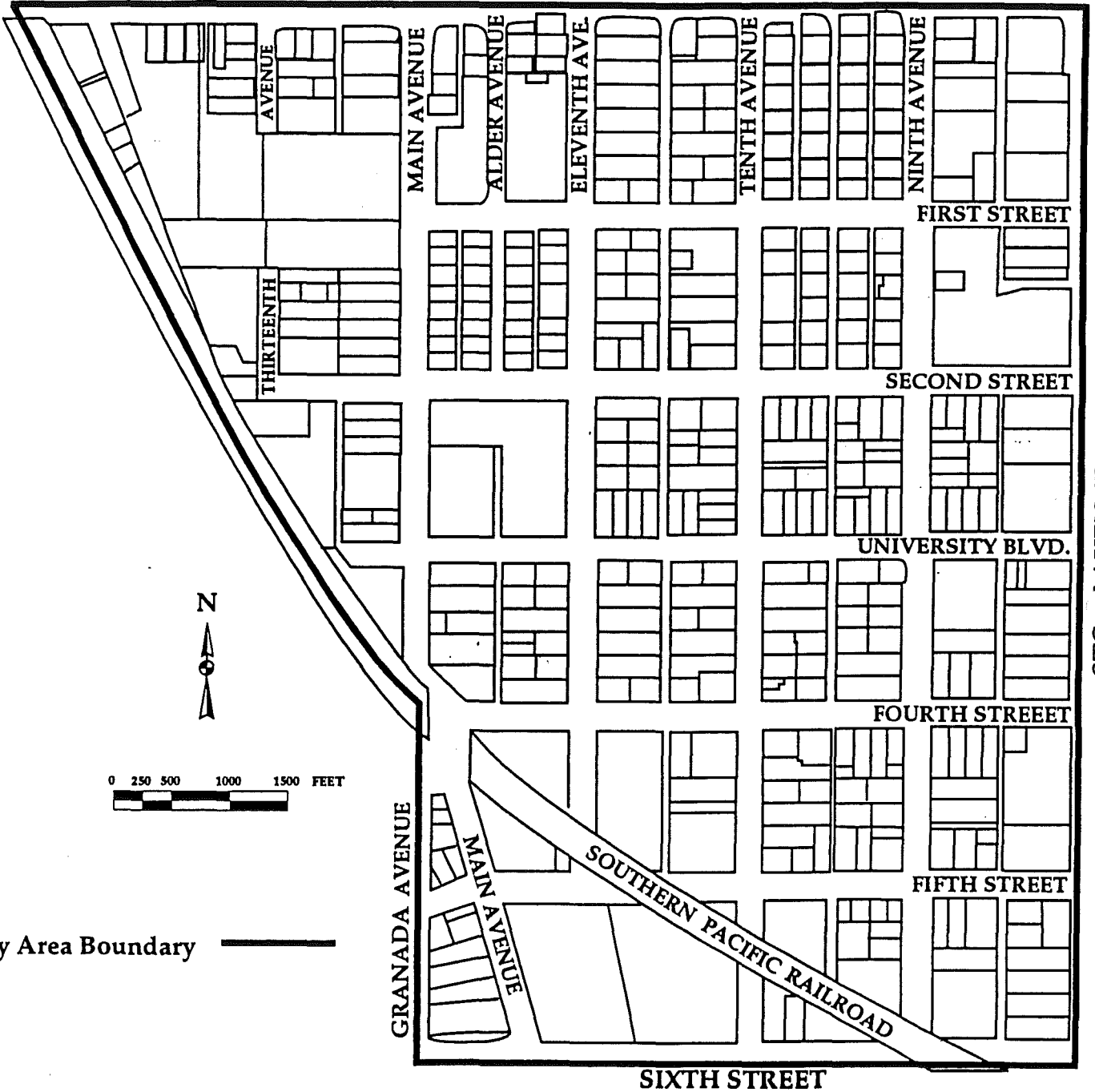
Legend



- Dunbar-Spring Neighborhood
- University District Plan
- West University Neighborhood Plan
- Santa Cruz Area Plan
- El Presidio Plan
- Unit 6
- Downtown Plan
- La Entrada Specific Plan
- Rio Nuevo Specific Plan
- Manzo Neighborhood Plan

DUNBAR/SPRING NEIGHBORHOOD

SPEEDWAY BOULEVARD



STC AVENUE

Study Area Boundary ———

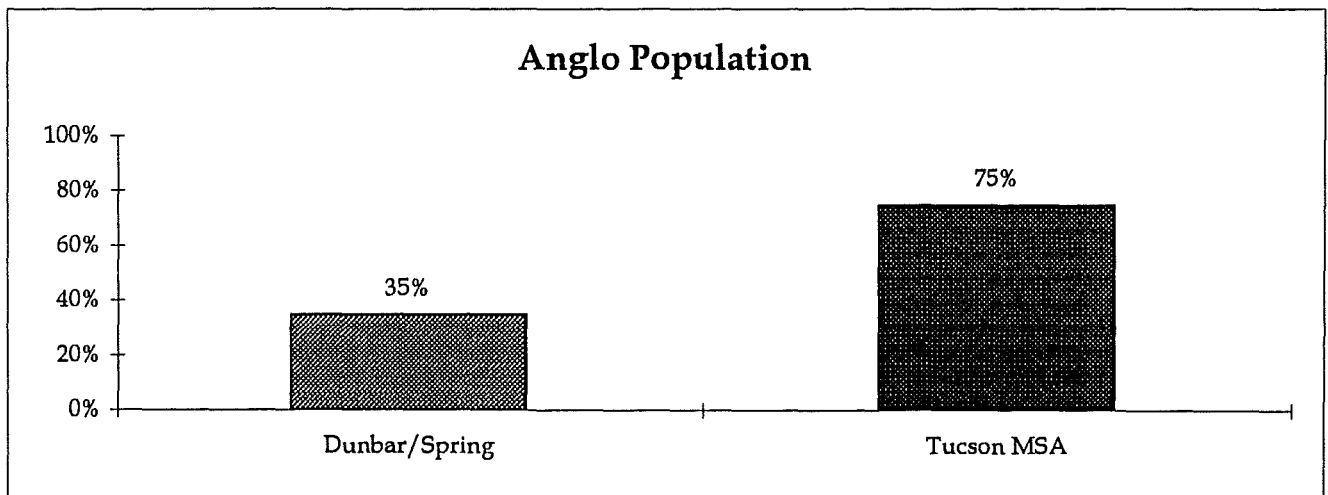
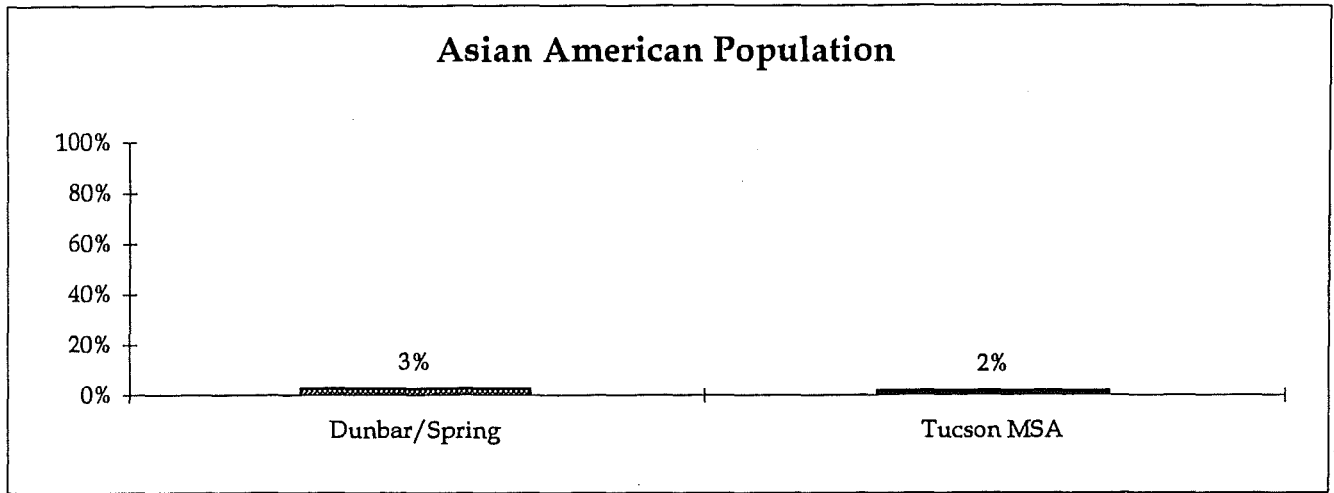
II. DEMOGRAPHICS

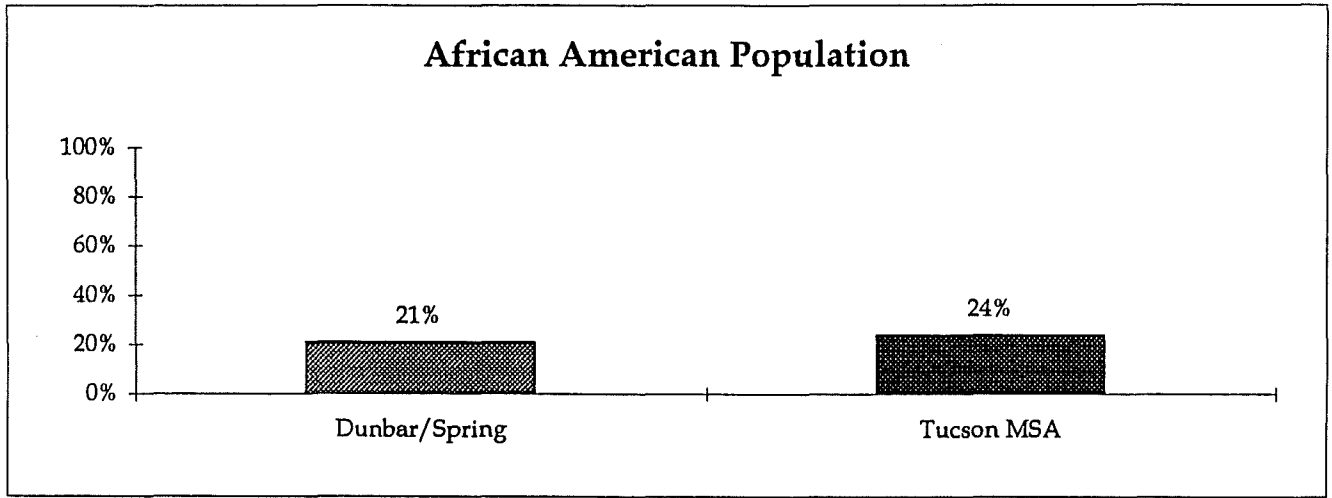
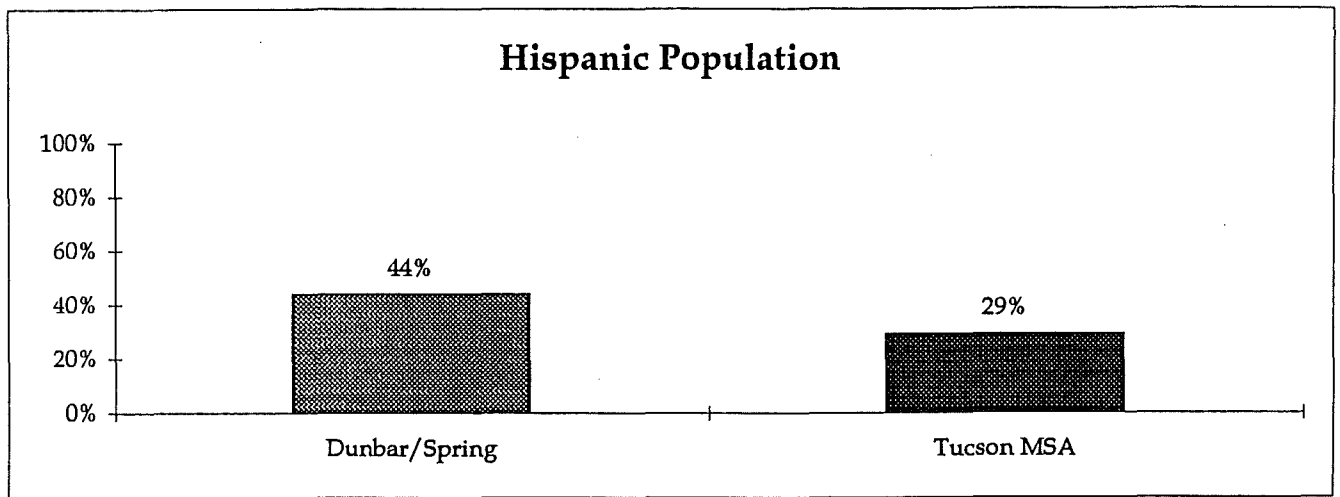
DEMOGRAPHICS

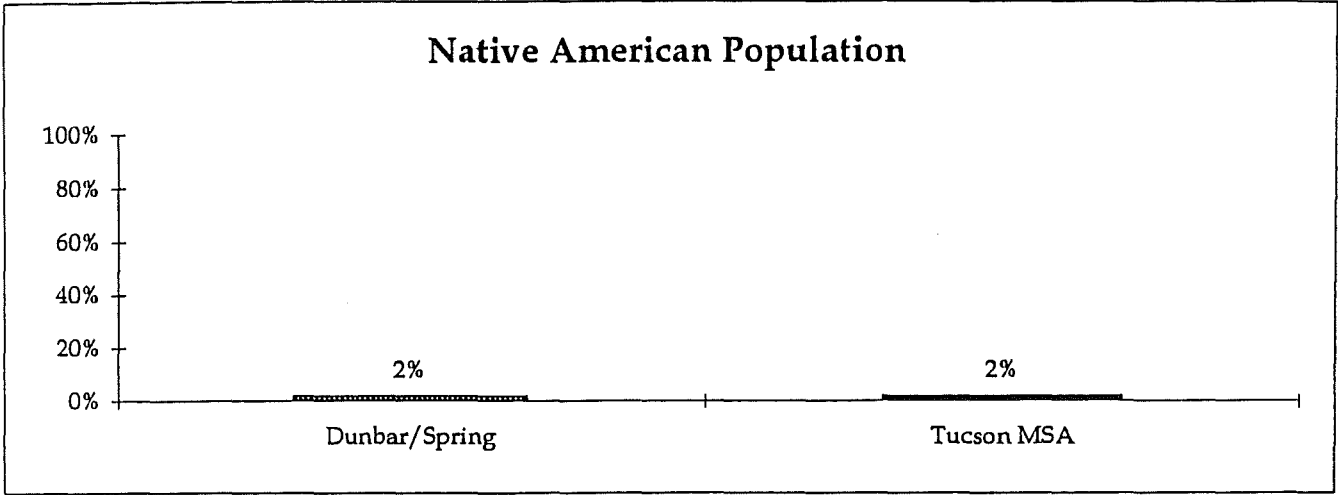
Demographics is the study of population statistical characteristics. This section will discuss the social, economic, and ethnic characteristics of the people in the neighborhood.

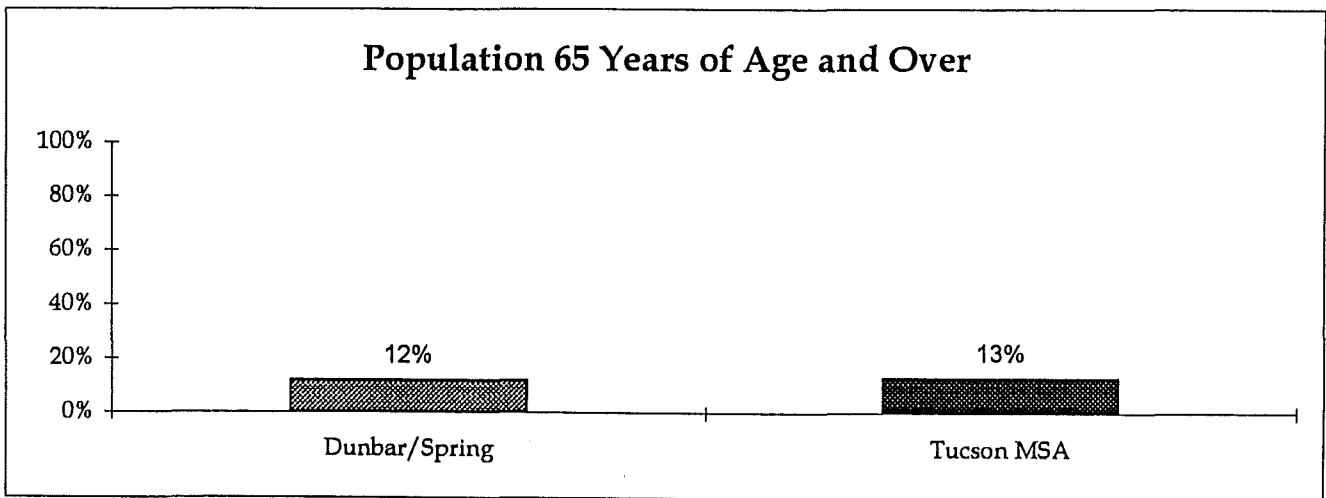
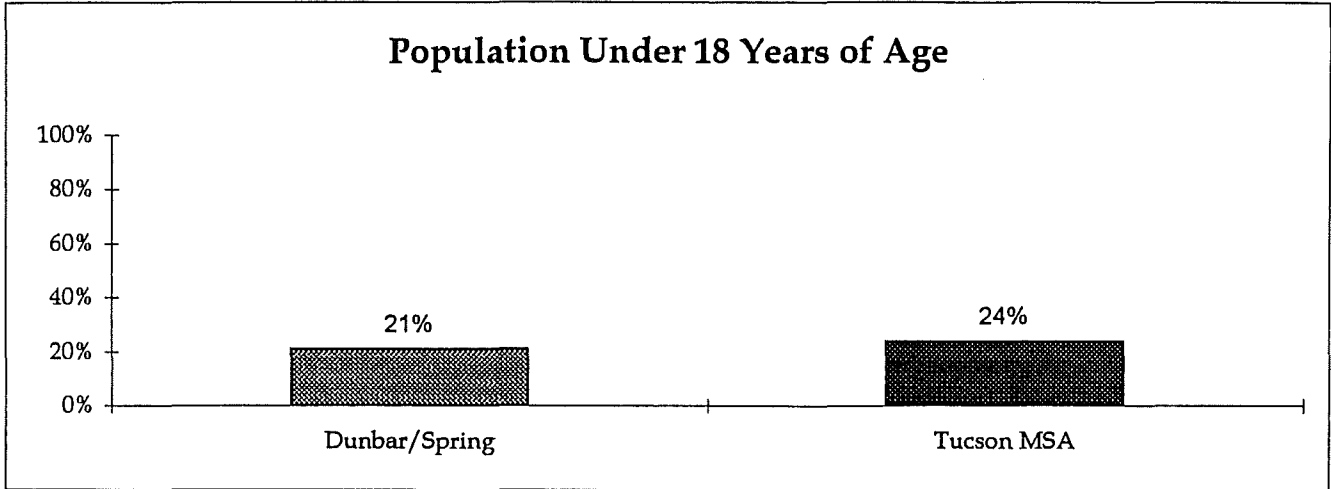
The demographic information is presented in comparative charts, looking at the neighborhood in relation to the Tucson Metropolitan Area. The Dunbar/Spring Neighborhood is represented in light gray on the left, while Metropolitan Tucson is represented in dark gray on the right.

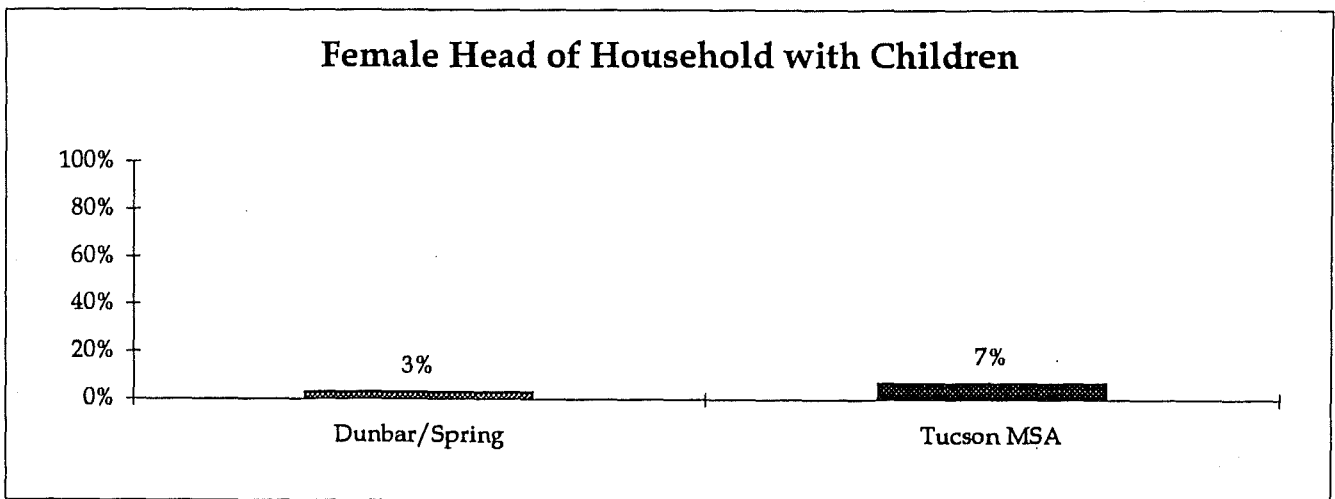
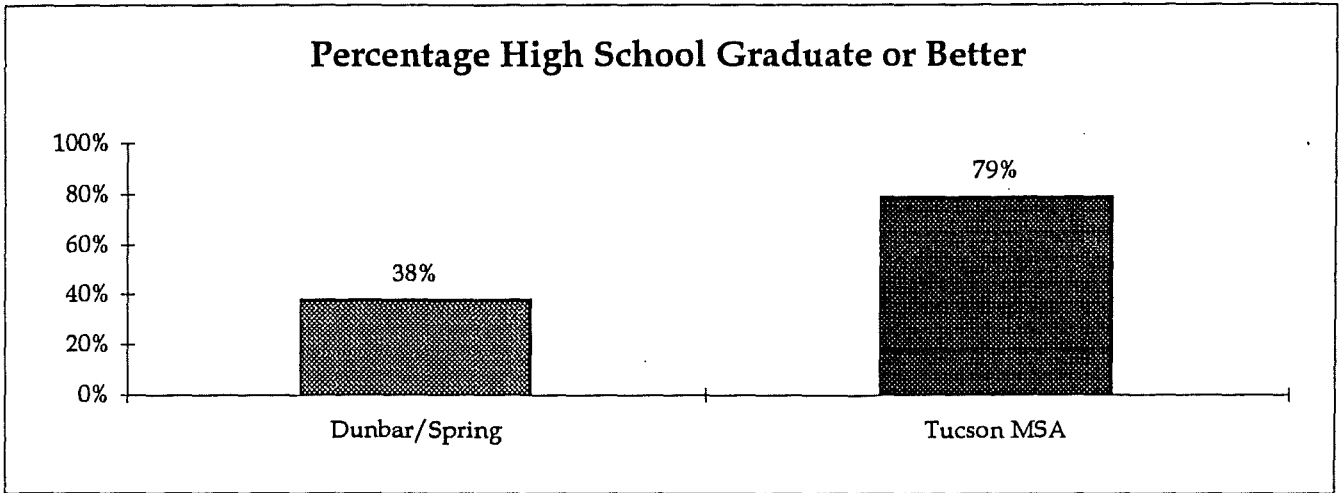
All figures are drawn from the 1990 U.S. Census.

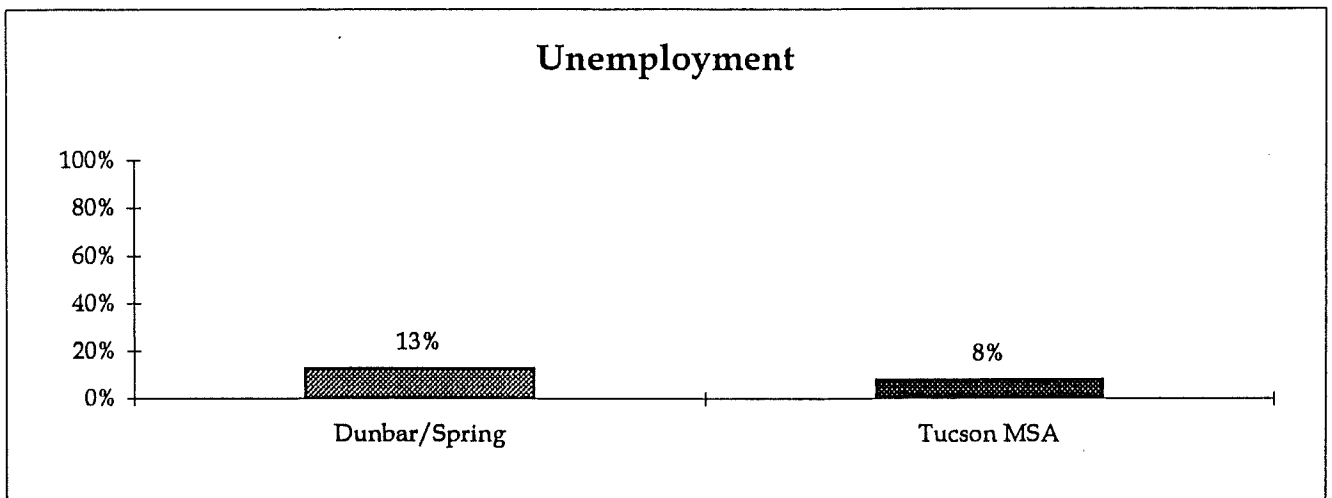
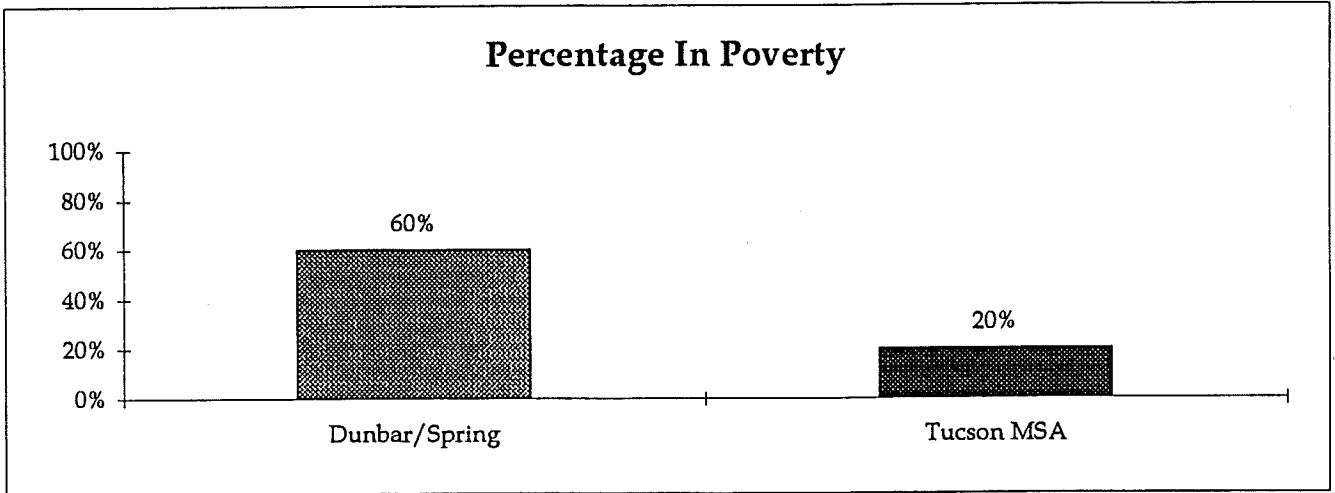


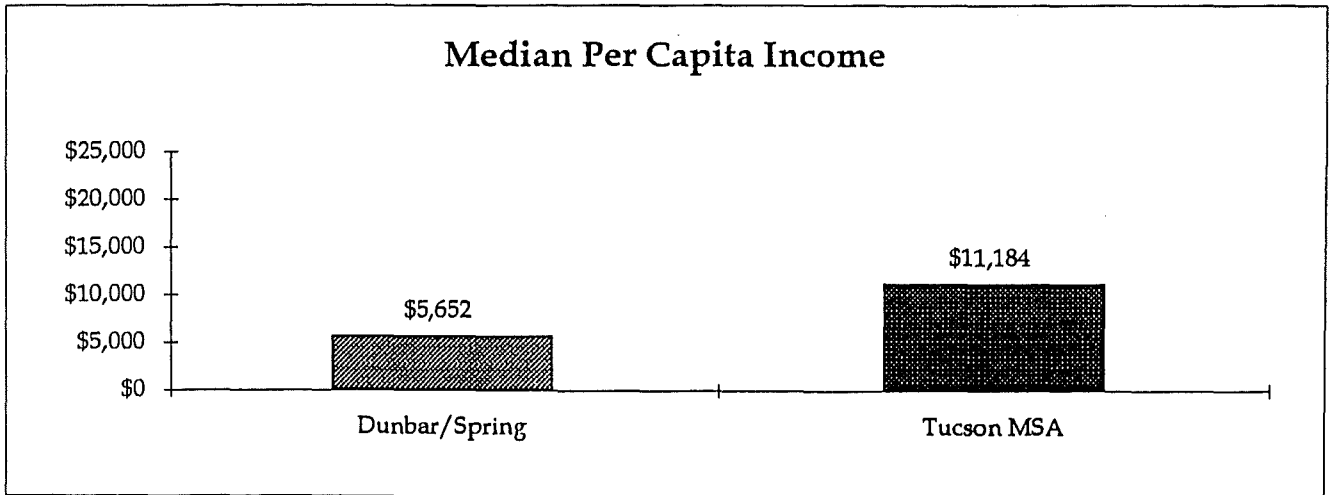
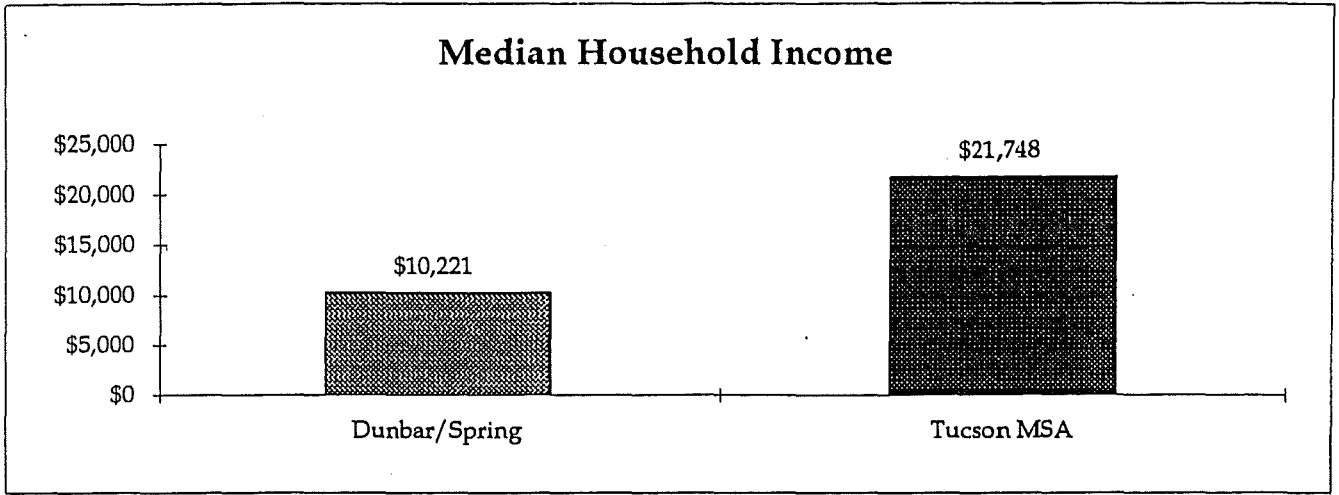


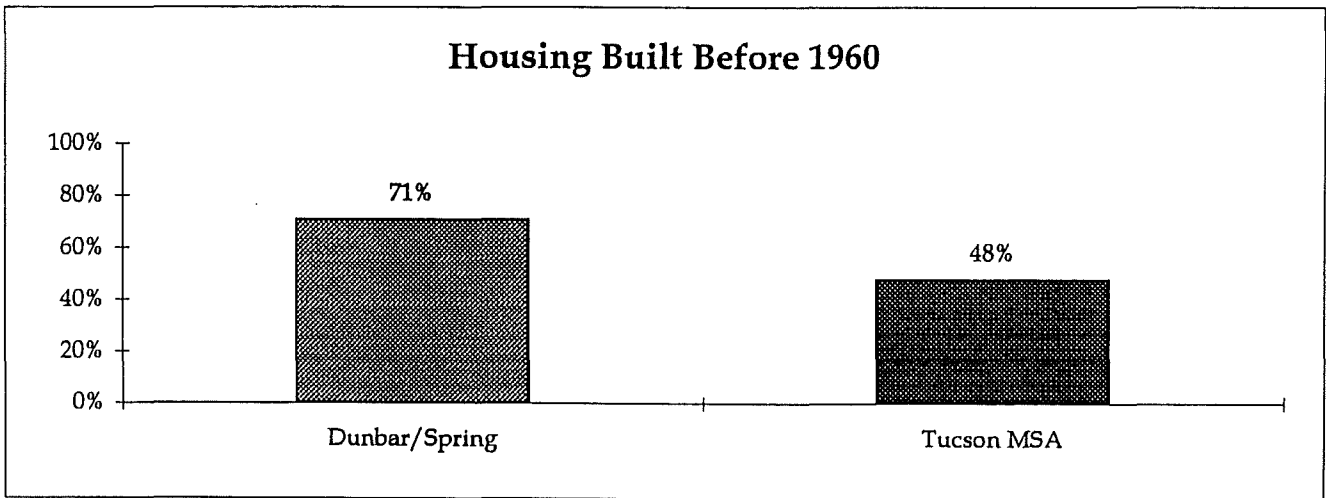
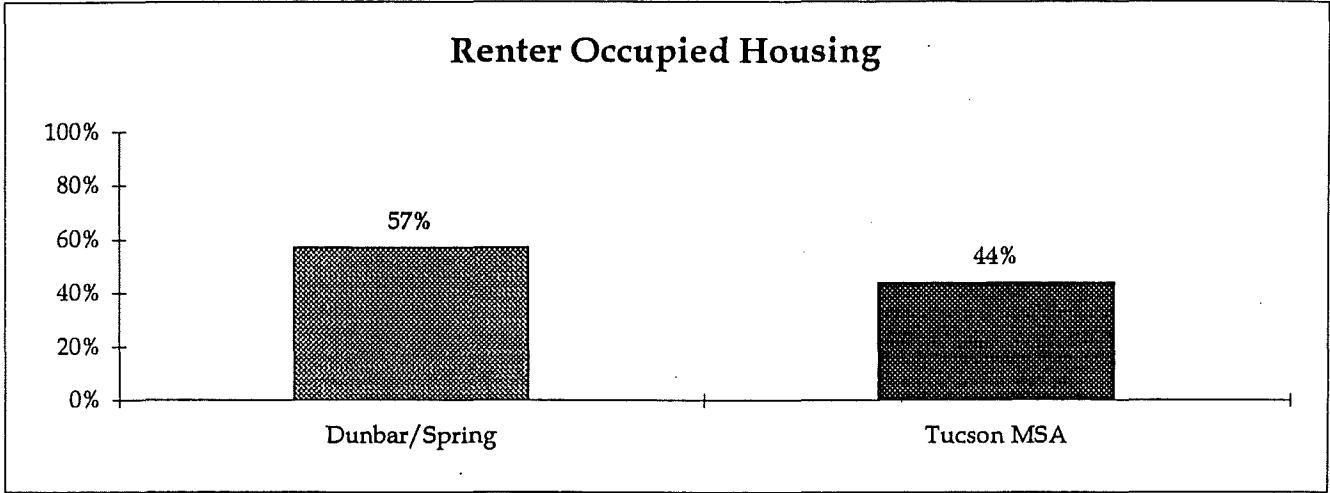


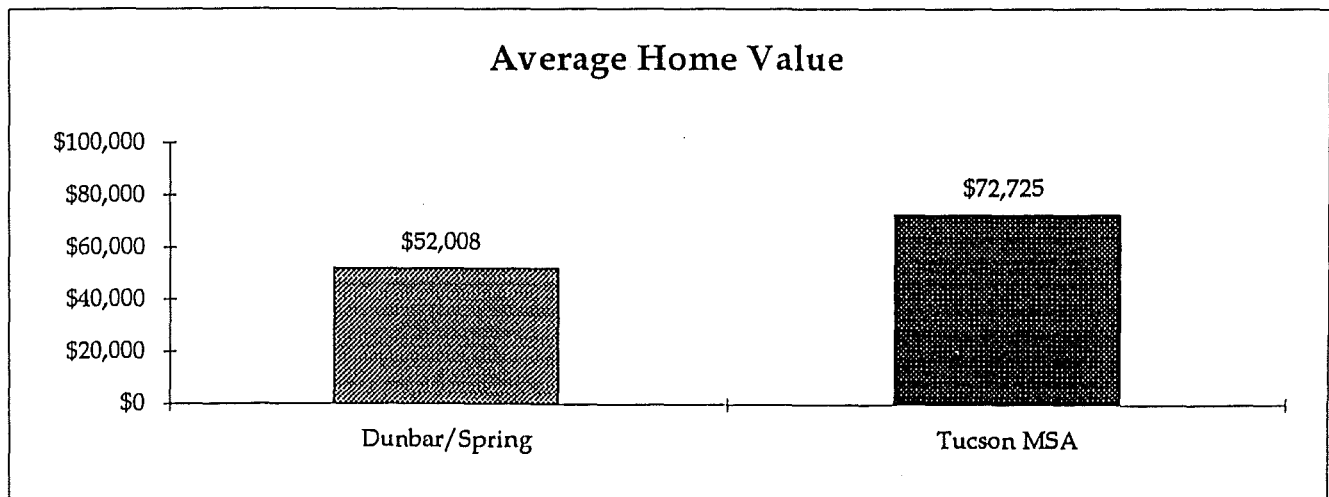
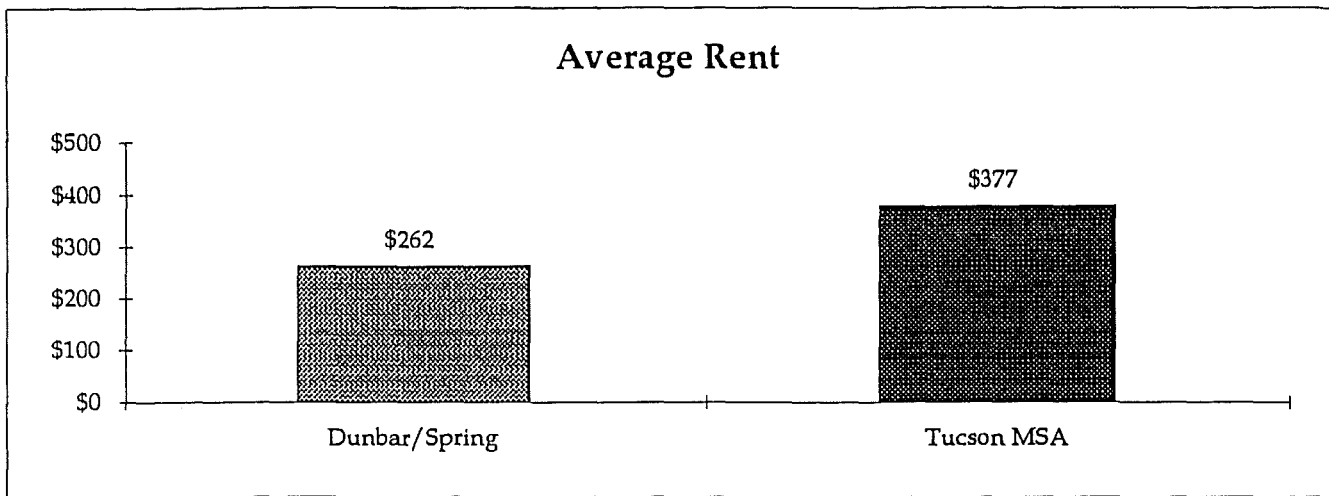












III. URBAN CHARACTERISTICS

URBAN CHARACTERISTICS

This section will discuss Zoning, Land Use, Land Ownership, and Urban Form and Fabric.

ZONING

Zoning is the set of municipal regulations that control the character of new development by establishing allowable land uses and the specific siting requirements under which new construction can be undertaken.

The city of Tucson zoning requirements are summarized in the pages that follow. The shaded areas in the maps show all the land in a specific zoning denomination. These maps are accompanied by a summary of respective zoning requirements.

Zoning is not an absolute predictor of the type of development that exists or will occur. Land is sometimes developed or used below the maximum permitted intensity. However, since zoning is a major factor determining land value, it may induce economic pressures that will often determine the long term use of the land.

In Dunbar/Spring this is important because the underlying zoning is generally more intense and suggests a different urban pattern than that present in the neighborhood. For instance, a significant amount of land in the edges of the neighborhood allow buildings up to 250 feet high (approximately 25 stories) while in reality most structures in this zoning area are one or two stories high. While presently there are no indications of economic pressure to increase the density the neighborhoods, it is important to realize the permissible use of the land within the neighborhood.

The zoning requirements were extracted from the Summary of Zoning Classification and Principal Height and Area Requirements and Zoning District Narrative Summary by City Of Tucson, May 1988, here annexed.

RESIDENTIAL ZONING - ZONES R-2, R-3 and R-4

R-2

Zone Summary: Medium Density Residential

Multifamily residences are permitted with the primary restriction that there will be at least 3,000 sq. feet of lot area for each dwelling unit. Single family detached residences can be built on a minimum of 5,000 sq. ft. R-1 (residential-single family) uses are permitted.

R-2 Multiple Family

R-2 Single Family

Maximum Height: 25 ft.
Minimum Lot Area: None
Minimum Lot Width: None

25 ft.
 5,000 sq. ft.
 None

R-3

Zone Summary: High Density Residential

Primarily for apartment houses and dwelling courts. R-2 uses are permitted. Multifamily residential is allowed at one unit per 50 square feet of open space.

Maximum Height: 40 ft.
Minimum Lot Area: None
Minimum Lot Width: None

R-4

Zone Summary: Offices and Apartments

Offices and R-3 uses are permitted and limited research and development.

Maximum Height: 40 ft.
Minimum Lot Area: None
Minimum Lot Width: None



BUSINESS ZONING - ZONES B-1, B-2A and B-2H**B-1****Zone Summary: Local Business**

The most restrictive of the commercial uses: limited to retail sales with no outside/storage. Items that are produced on the premises must be sold in the premises. R-4 uses are permitted and residential options are also allowed.

Maximum Height: 30 ft.

Minimum Lot Area: None

Minimum Lot Width: None

B-2A and B-2H**Zone Summary: General and Intensive Business**

Retail business with wholesale, warehousing, bars, repairing and amusement enterprises permitted. Limited manufacturing and residential uses are permitted.

B-2A Business

Maximum Height: 35 ft.

Minimum Lot Area: None

Minimum Lot Width: None

B-2A Residential

35 ft.

7,000 sq. ft.

60 feet

B-2H Business

Maximum Height: 75 ft.

Minimum Lot Area: None

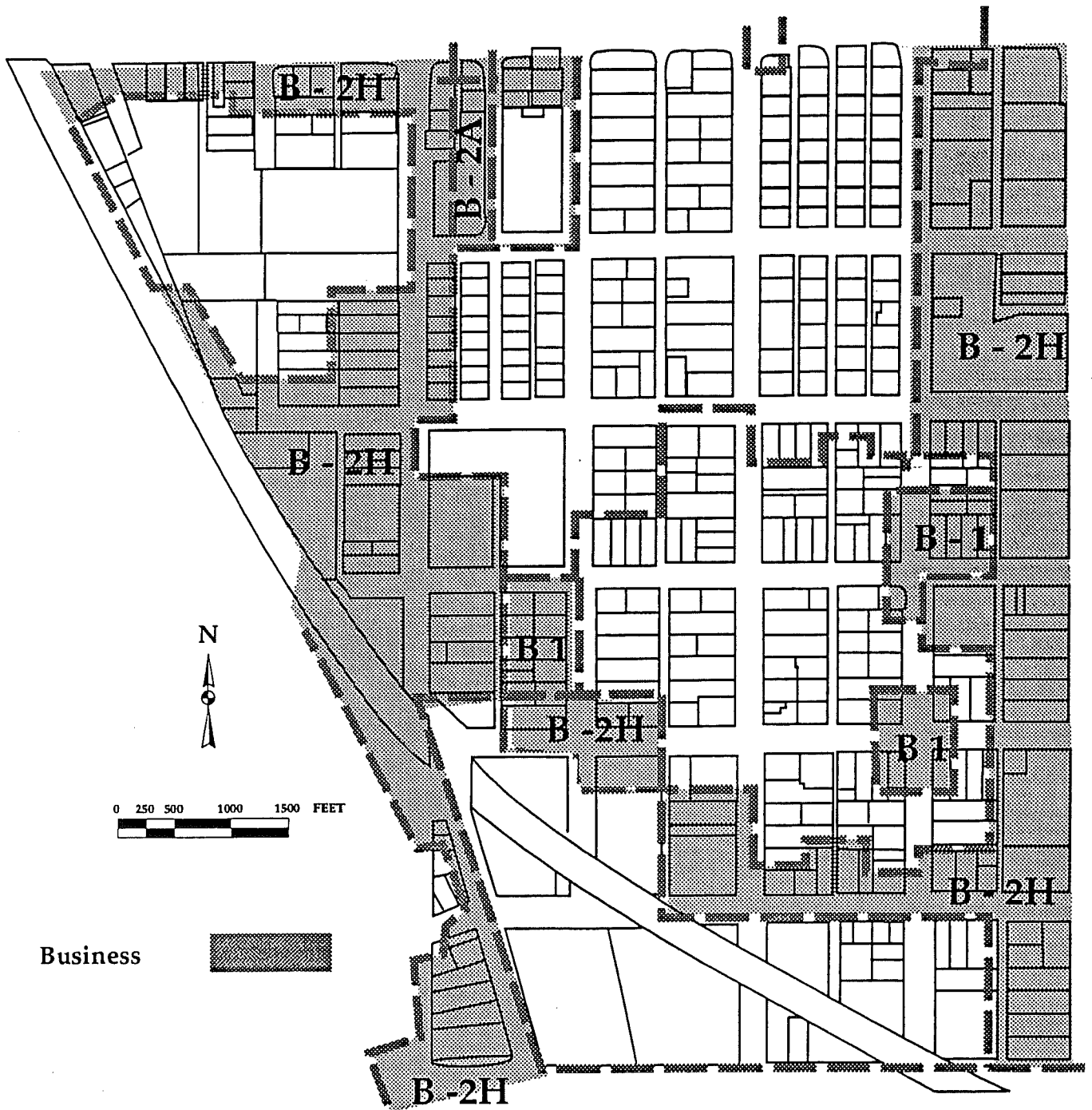
Minimum Lot Width: None

B-2H Residential

250 ft.

10,000 sq. ft.

None



INDUSTRIAL ZONING - ZONE I-1**I-1****Zone Summary:** Light and Heavy Industrial

Commercial, industrial and manufacturing uses: dwelling uses are not permitted except for caretakers' residences.

Maximum Height: 140 ft.**Minimum Lot Area:** None**Minimum Lot Width:** None



LAND USE

Land Use describes the current usage of a given property. It differs from zoning in that zoning is a regulatory requirement while land use is an indication of how the land is used. A parcel of land may be zoned for high-density residential but its land use may be vacant.

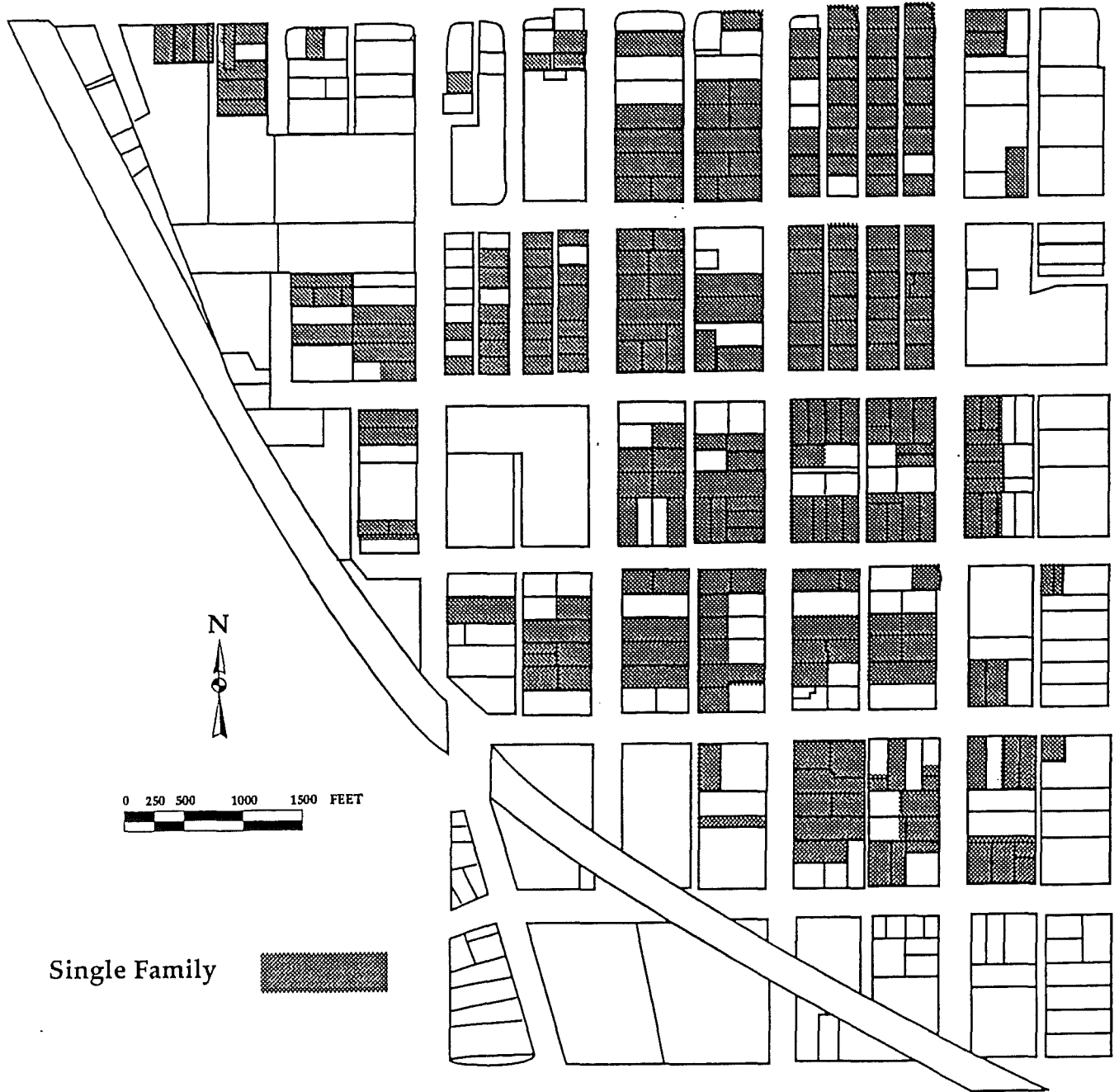
The following maps describe the existing land use in the Dunbar/Spring neighborhood. The topics covered are: Single Family Residential, Multi-Family Residential, Institutional, Government, Commercial, Industrial, and Vacant and Parking.

Since the neighborhood is predominantly single family residential in use, this analysis includes several aspects of this use, property values, rooms per structure, and quality of the structure.

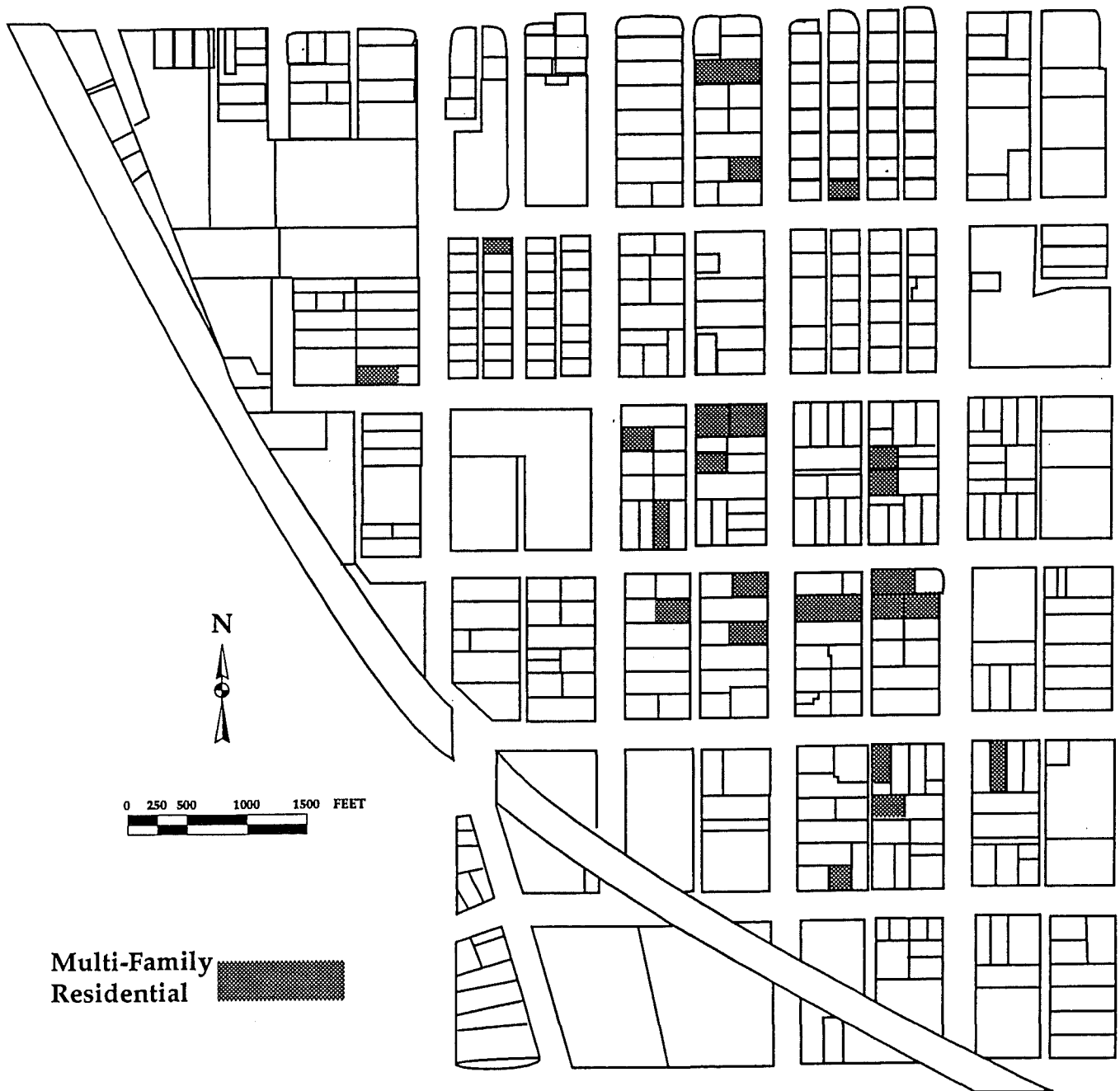
Within the residential core home values vary, with no clear pattern of clustering by home value. As previously mentioned, the average home value in the neighborhood is lower than that of the Tucson Metropolitan Area. Most of the single family residences have between 4-6 rooms and are of medium quality.

These maps were generated from data supplied by the Pima County Assessors Office.

LAND USE: SINGLE FAMILY RESIDENTIAL



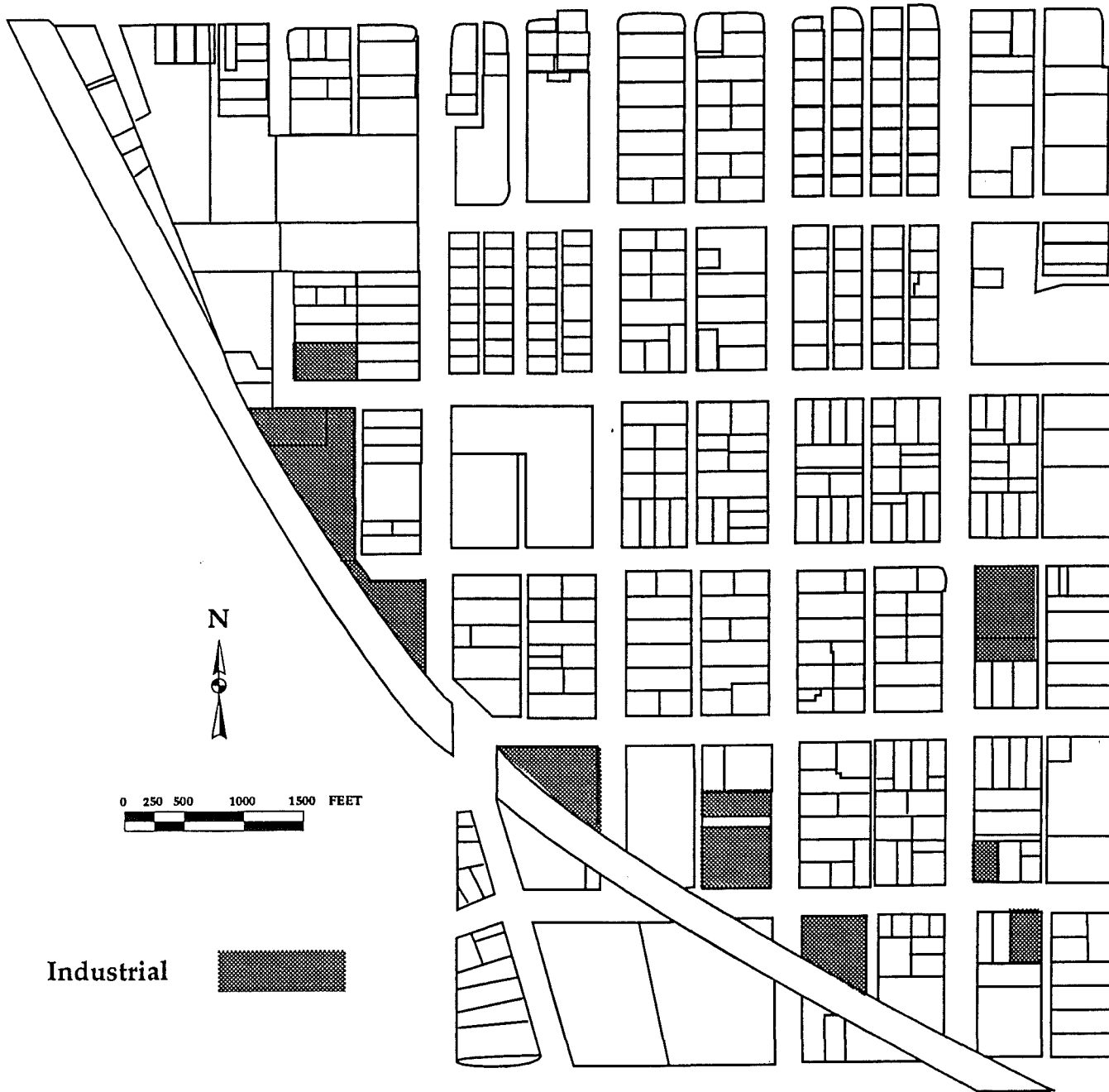
LAND USE: MULTIFAMILY RESIDENTIAL



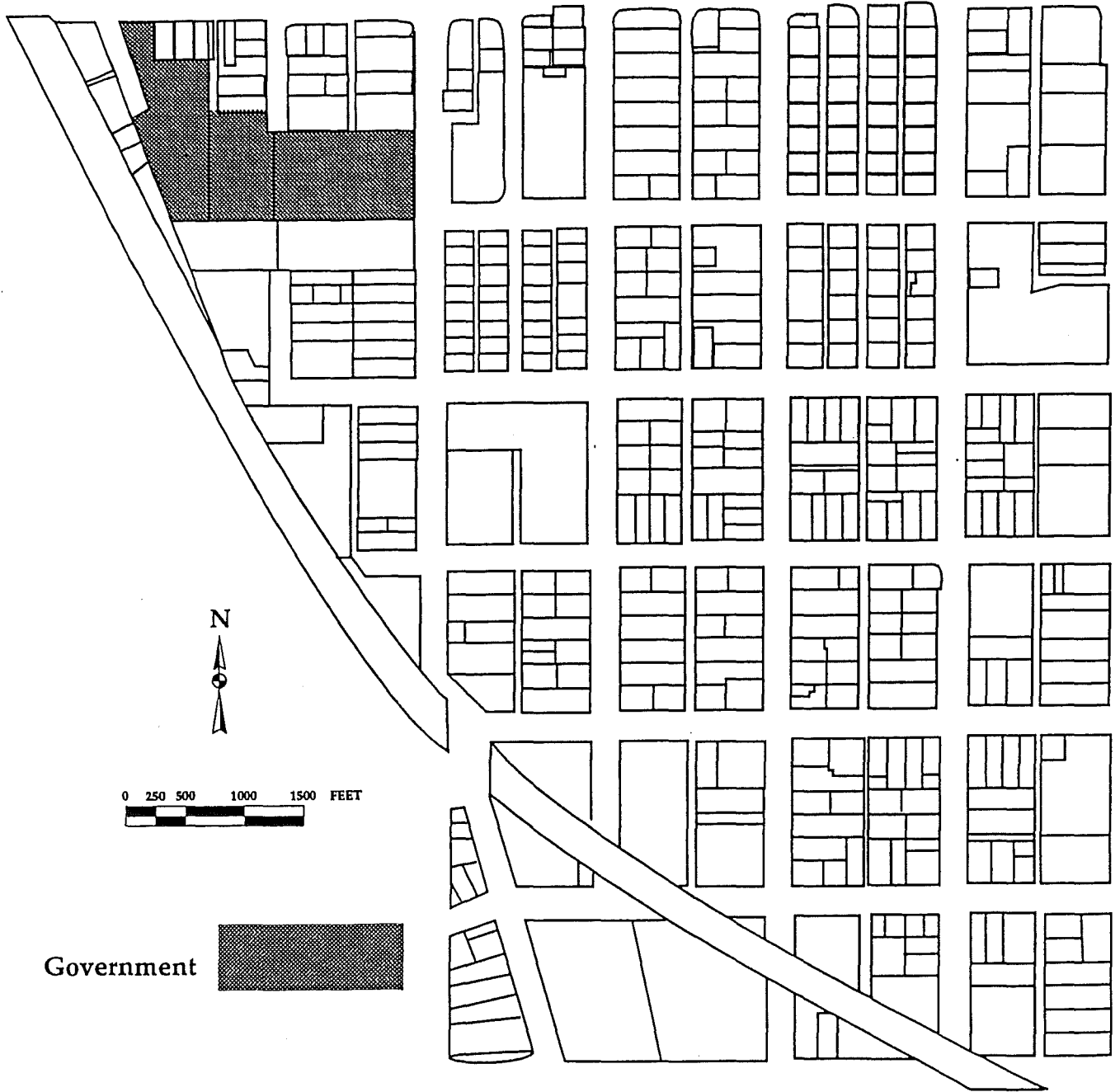
LAND USE: INSTITUTIONAL



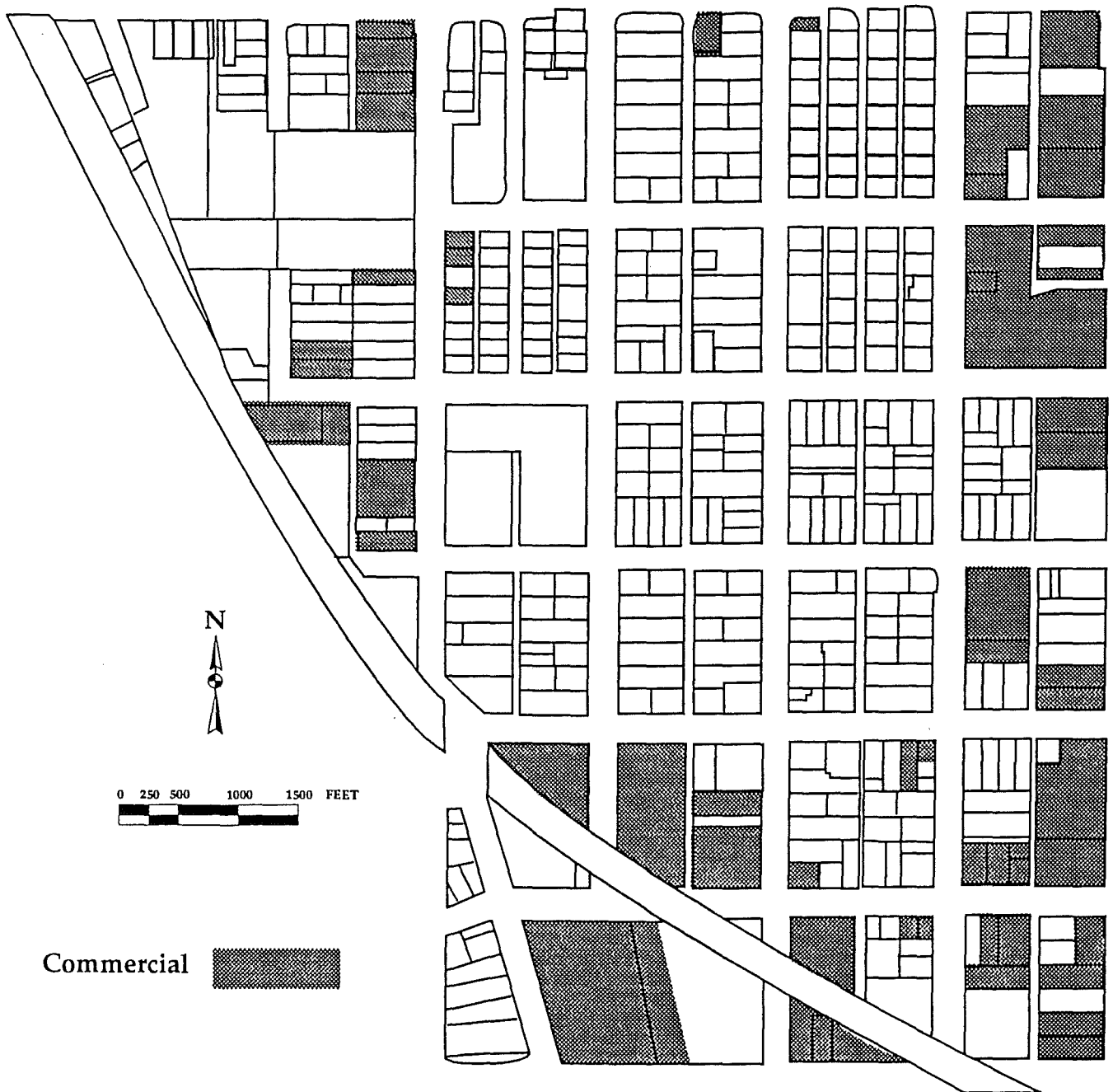
LAND USE: INDUSTRIAL



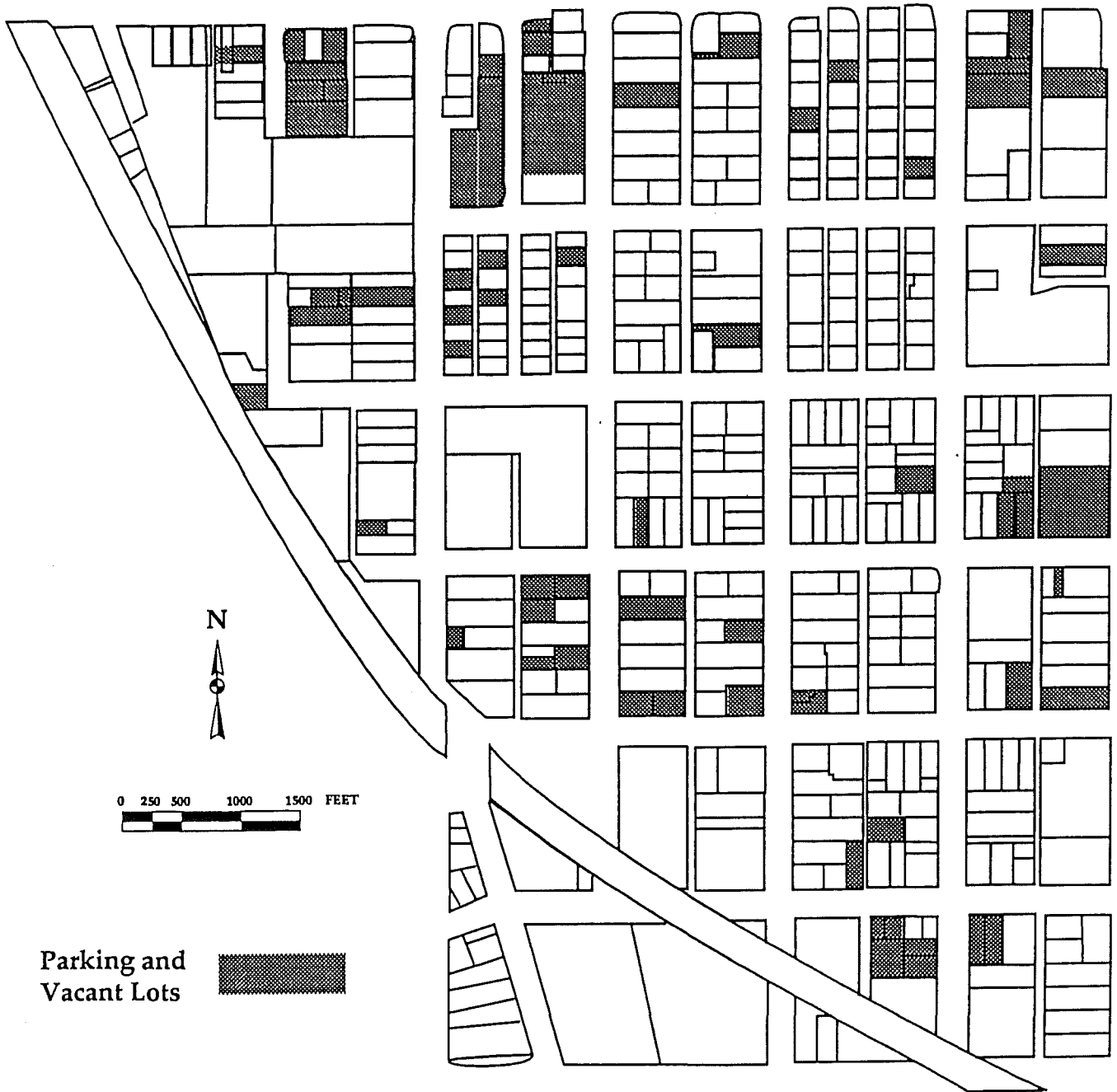
LAND USE: GOVERNMENT



LAND USE: COMMERCIAL



LAND USE: VACANT/ PARKING



SINGLE FAMILY RESIDENTIAL ROOMS PER STRUCTURE



SINGLE FAMILY RESIDENTIAL AMOUNT PAID DURING LAST SALE



SINGLE FAMILY RESIDENTIAL STRUCTURE QUALITY RANKING

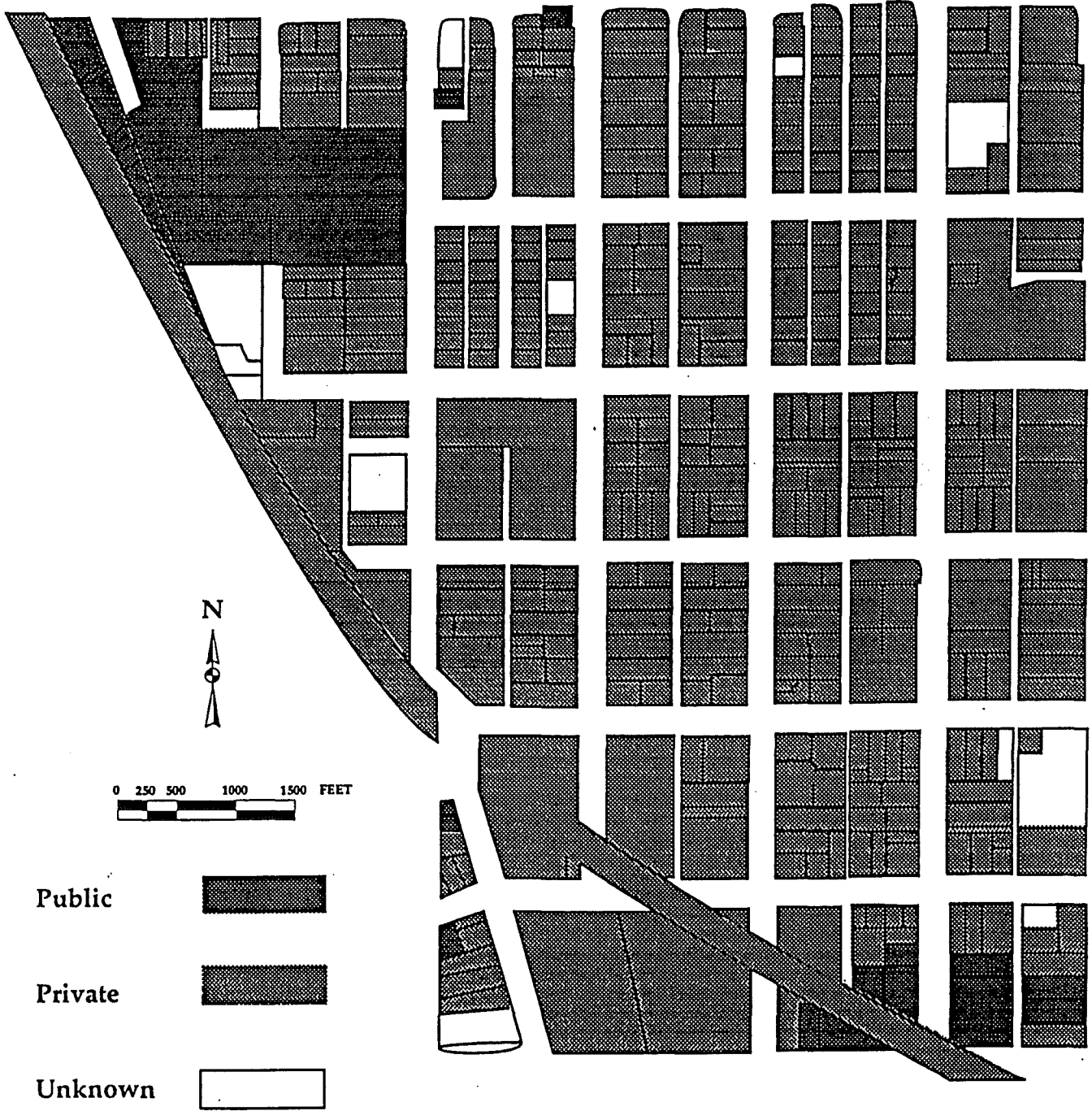


LAND OWNERSHIP

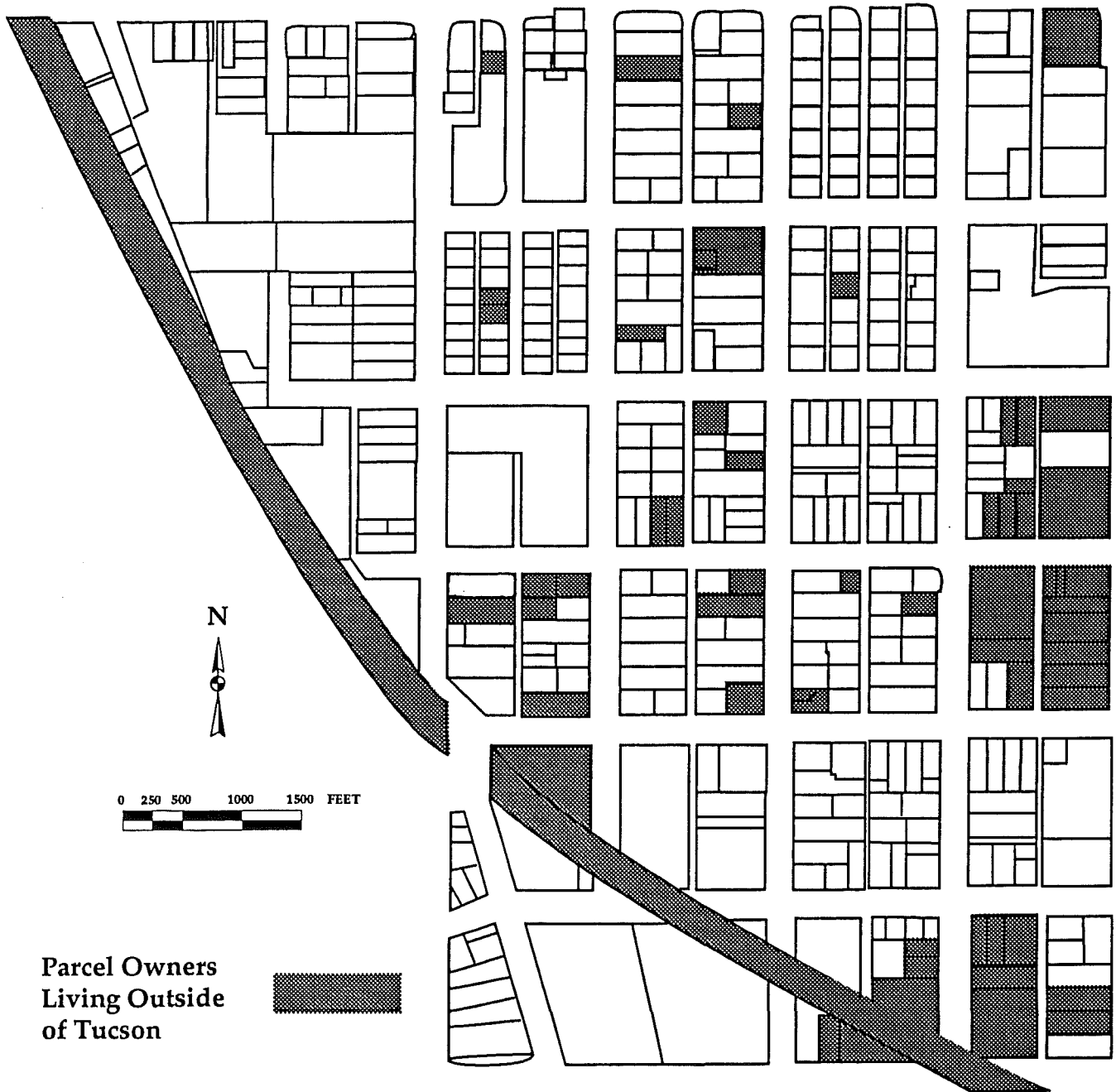
As shown on the following map most of the land in the Dunbar/Spring is privately owned. The public properties are mainly located in the northwest and Southeast corners of the neighborhood. The northwest area is mainly occupied by the Estevan Park. The parcels of land in the southeast corner, along Sixth Avenue, were acquired by the City of Tucson for the construction of the last mile of the Aviation Parkway and the widening of the Stone Avenue and Sixth Street intersection .

The second map, Land Owners Living Outside of Tucson, shows that a substantial amount (approximately 17%) of the neighborhood land owners live outside of Tucson.

STATUS OF LAND OWNERSHIP



LAND OWNERS LIVING OUTSIDE OF TUCSON

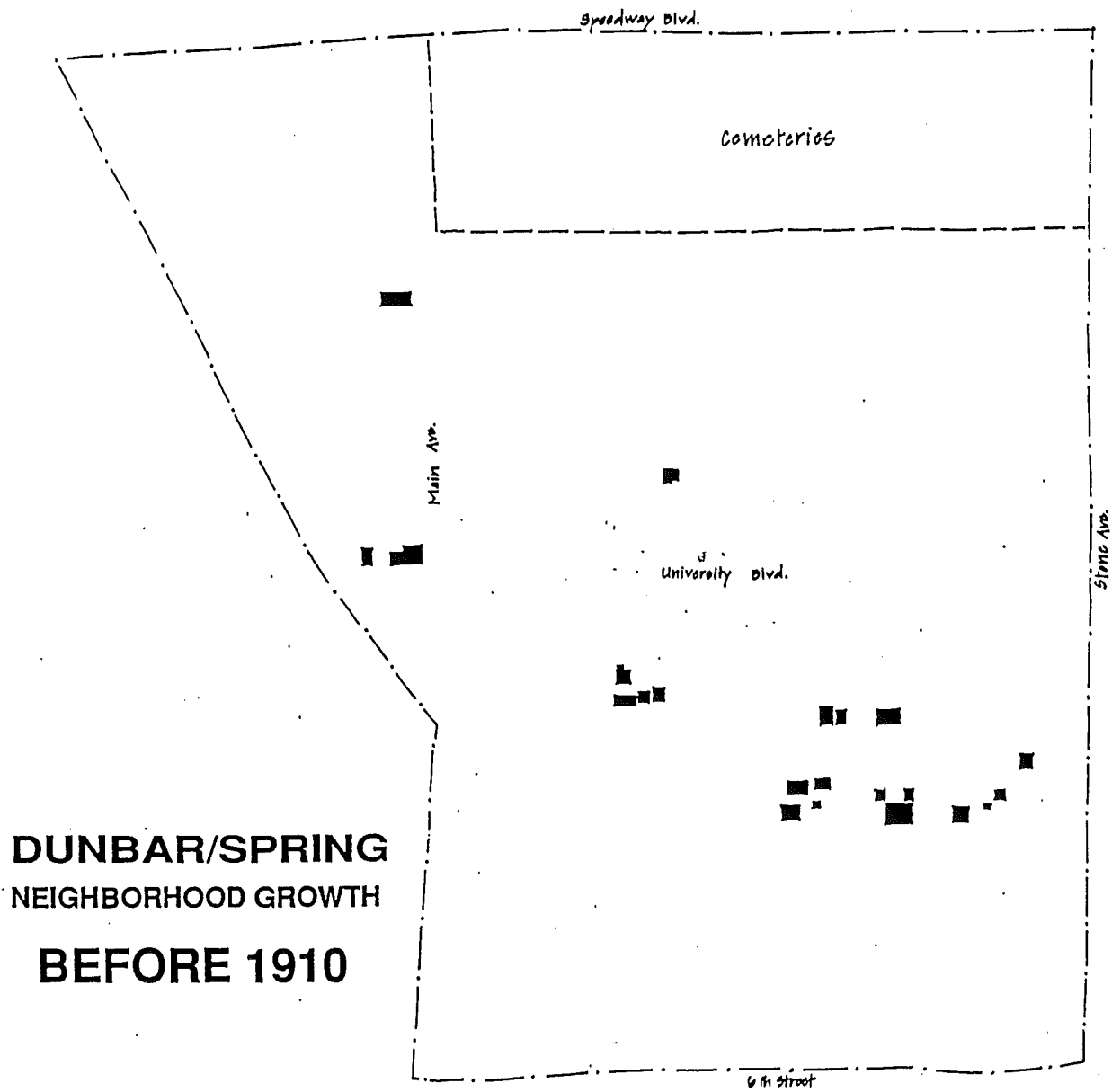


Parcel Owners
Living Outside
of Tucson

URBAN FORM AND FABRIC

Urban form and fabric describes the neighborhood in terms of density, orientation and growth patterns.

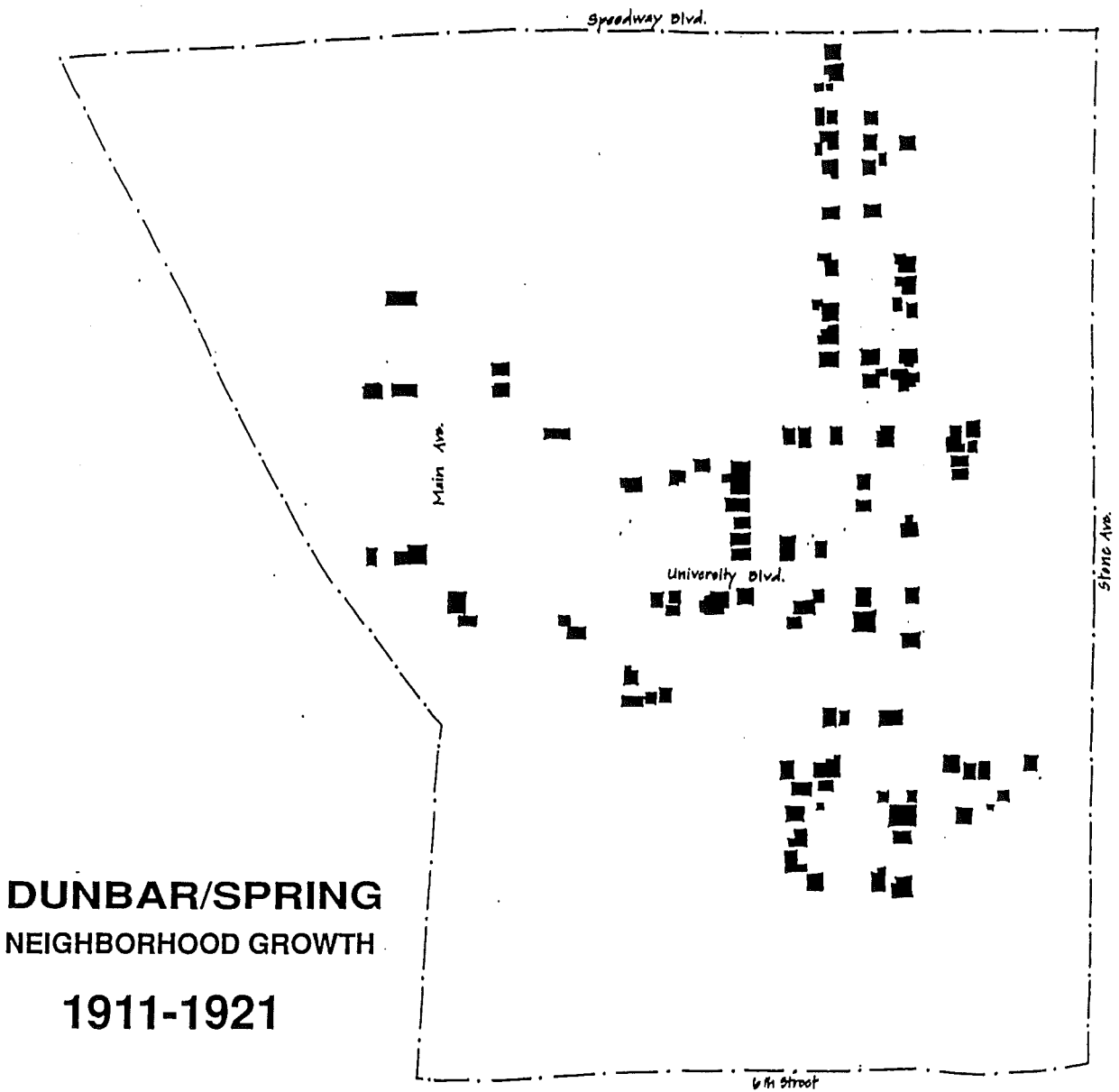
Following are a series of maps on which the building masses are blacked-out. The maps show solid void relationships that describes the evolving pattern of the neighborhood from 1910 to 1990.



**DUNBAR/SPRING
NEIGHBORHOOD GROWTH
BEFORE 1910**

Before 1910

In this period development generally followed the railroad tracks.
A cemetery was located along what is now Speedway Boulevard.

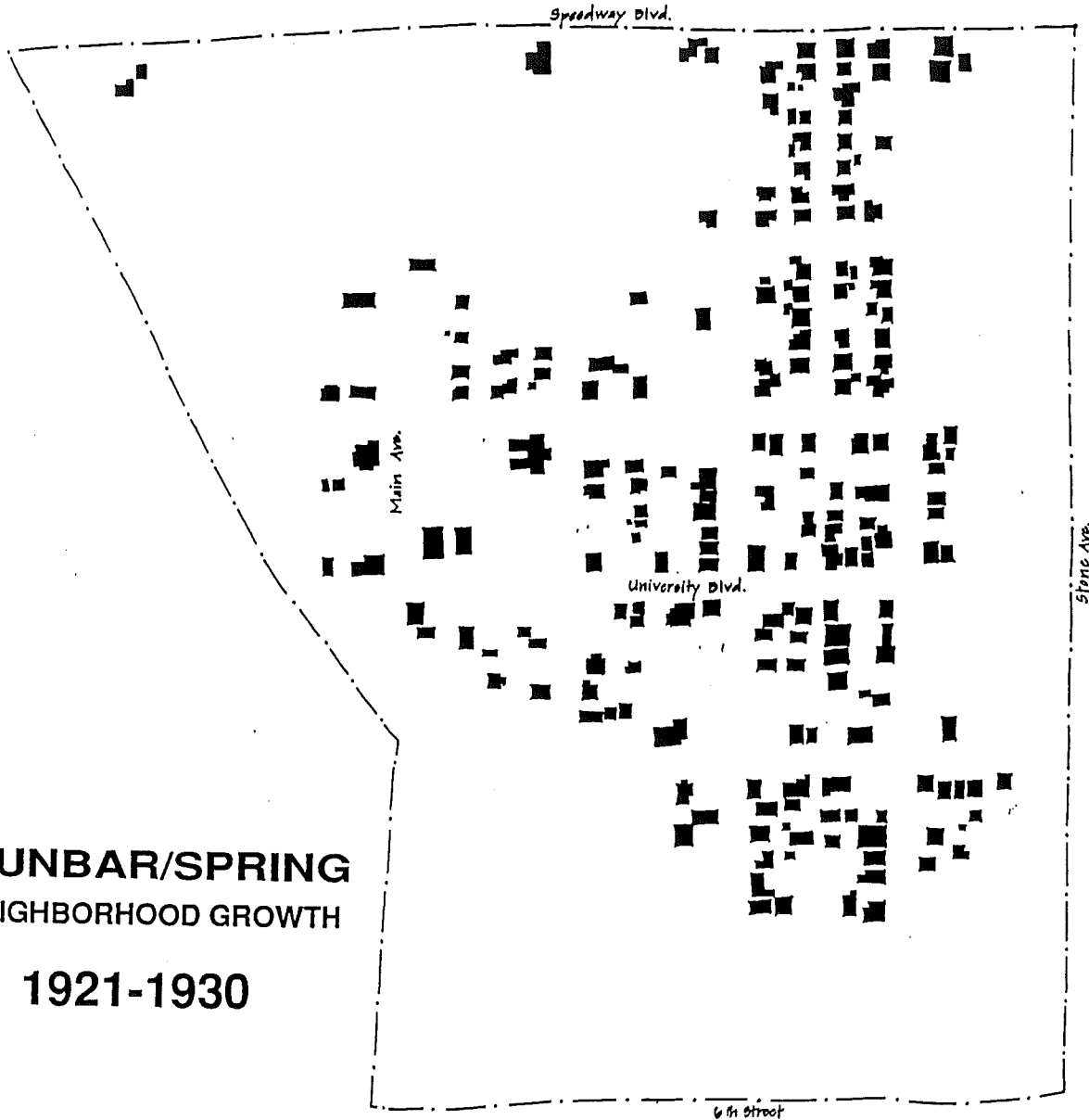


**DUNBAR/SPRING
NEIGHBORHOOD GROWTH
1911-1921**

1911 to 1921

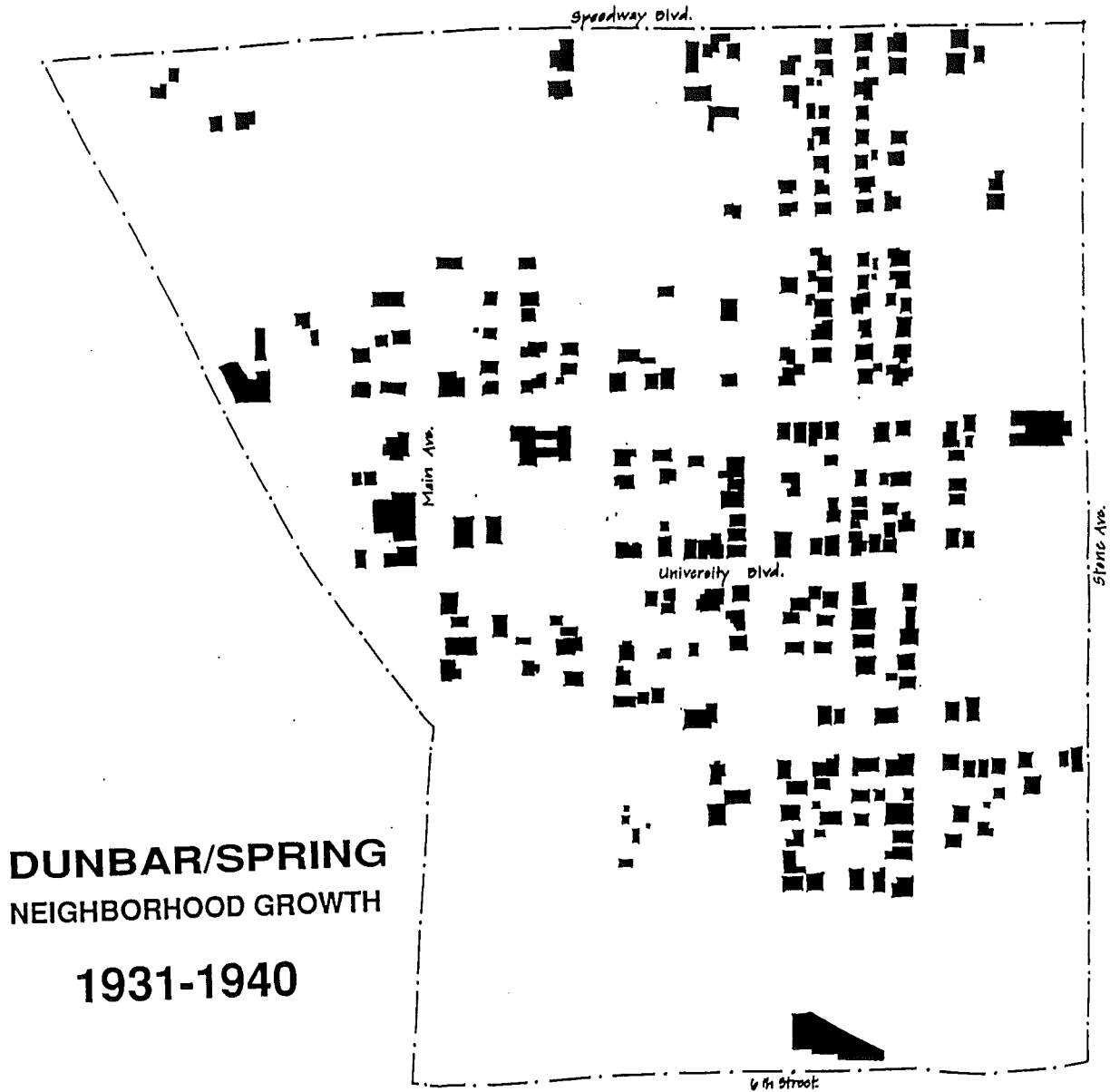
A residential core is developed running along present 9th and 10th streets and the Dunbar School is established.

**DUNBAR/SPRING
NEIGHBORHOOD GROWTH
1921-1930**



1921 to 1930

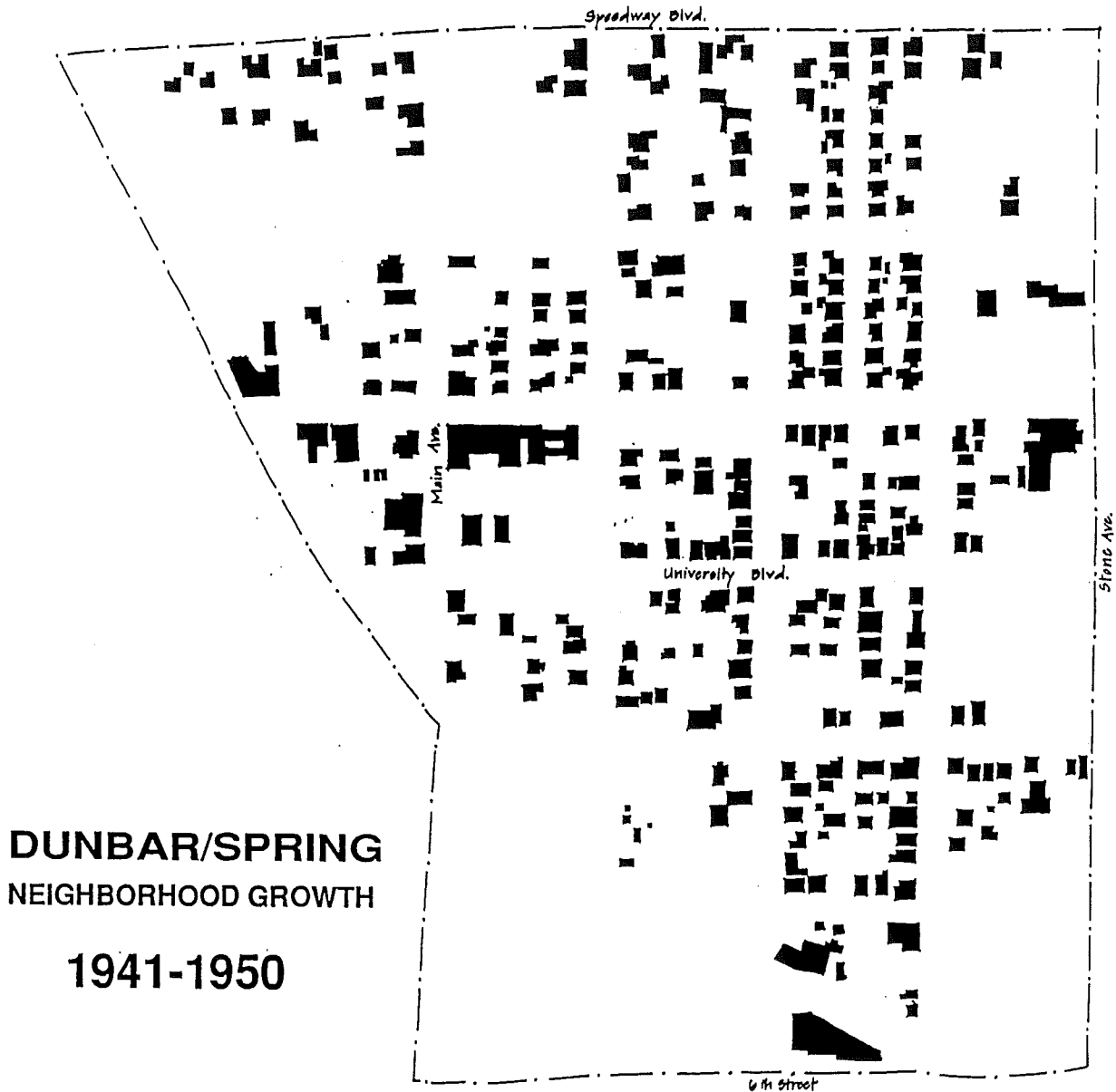
The residential core expands to the west and the Dunbar School is expanded.



**DUNBAR/SPRING
NEIGHBORHOOD GROWTH
1931-1940**

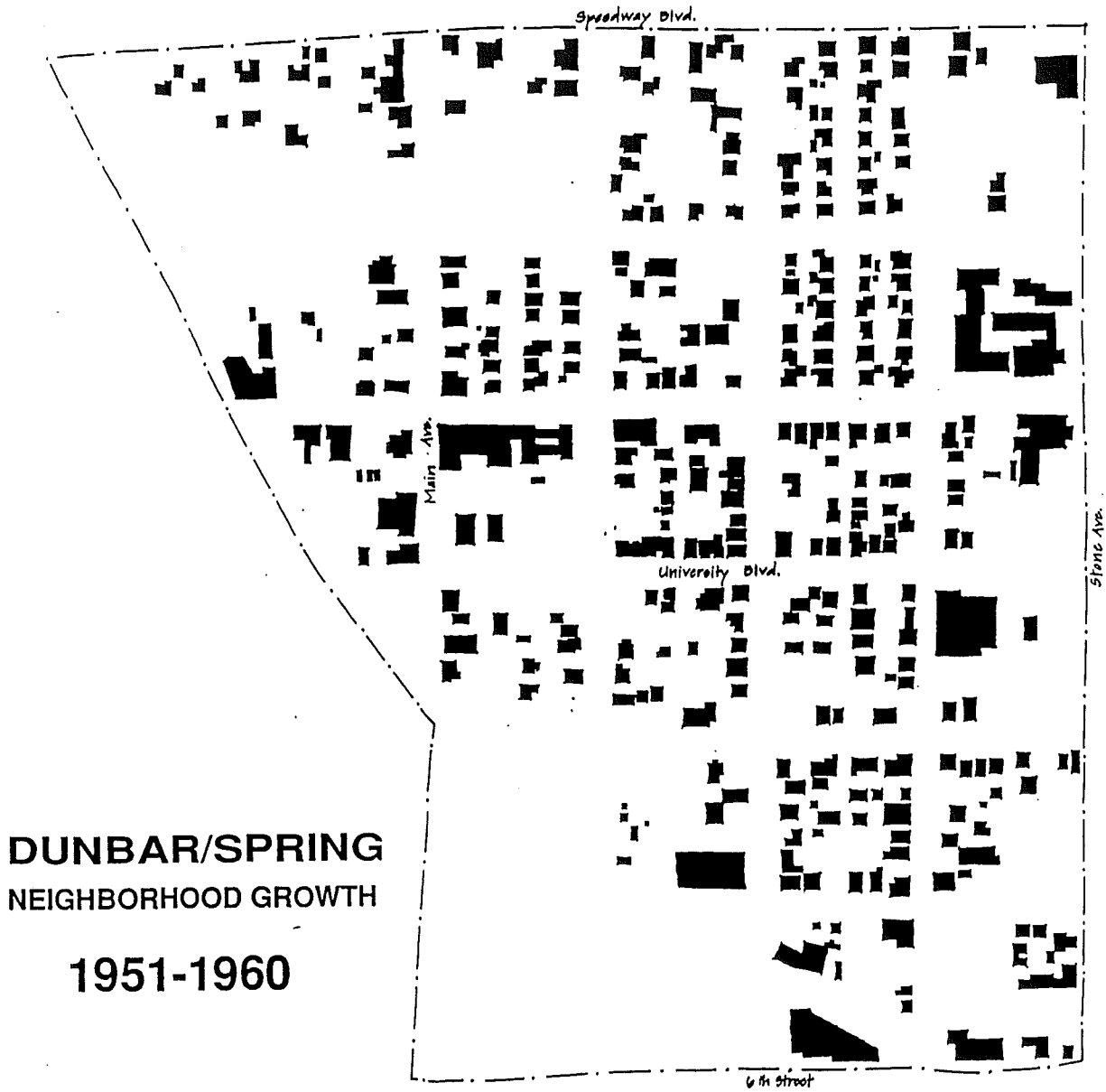
1931 to 1940

A few buildings are erected in the periphery of the neighborhood.
The residential core becomes more dense.



From 1941- 1950

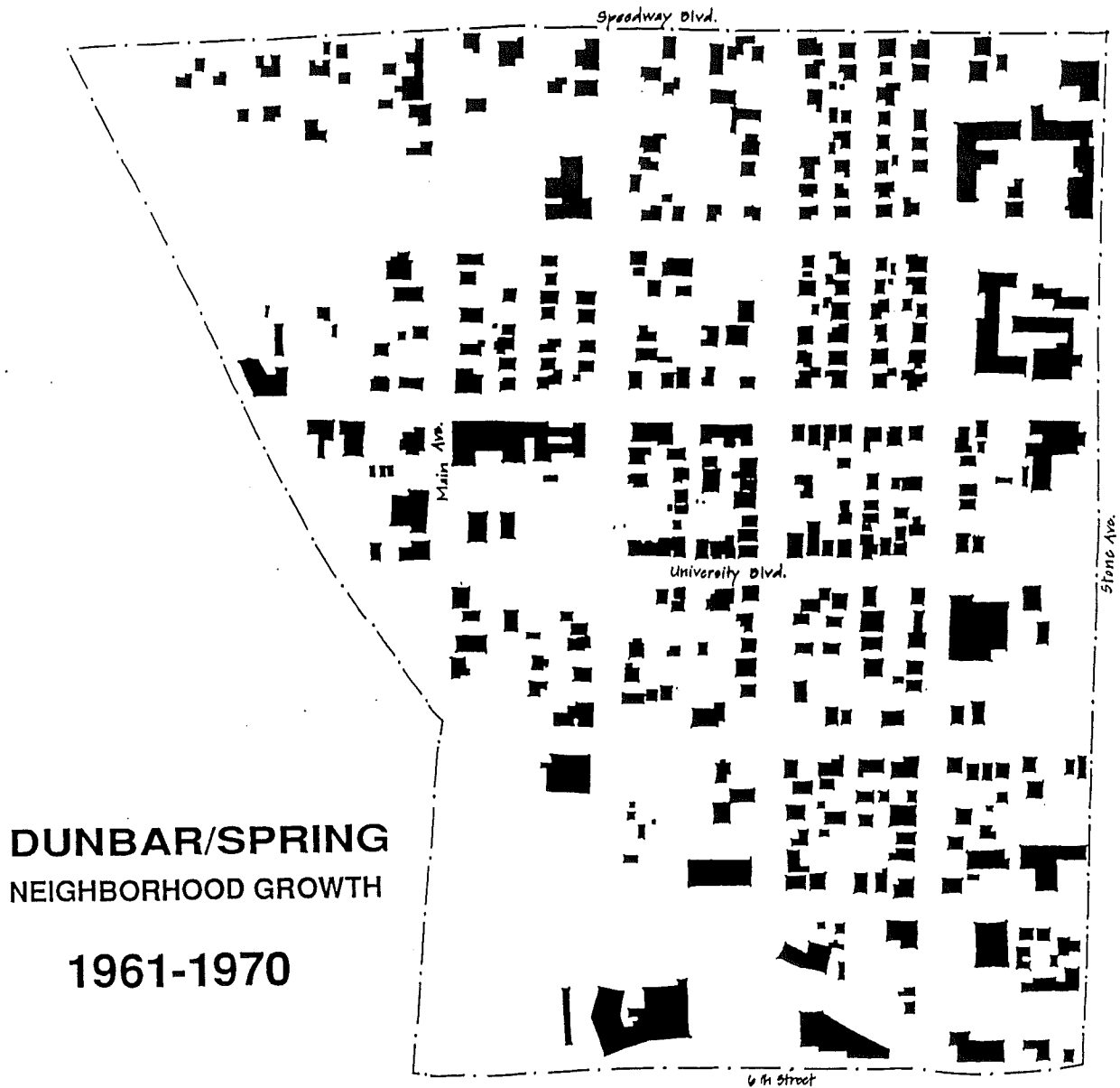
The current boundaries of the neighborhood are defined with more growth along the railroad tracks and Speedway Boulevard. The Dunbar school is once again expanded.



**DUNBAR/SPRING
NEIGHBORHOOD GROWTH
1951-1960**

1951- 1960

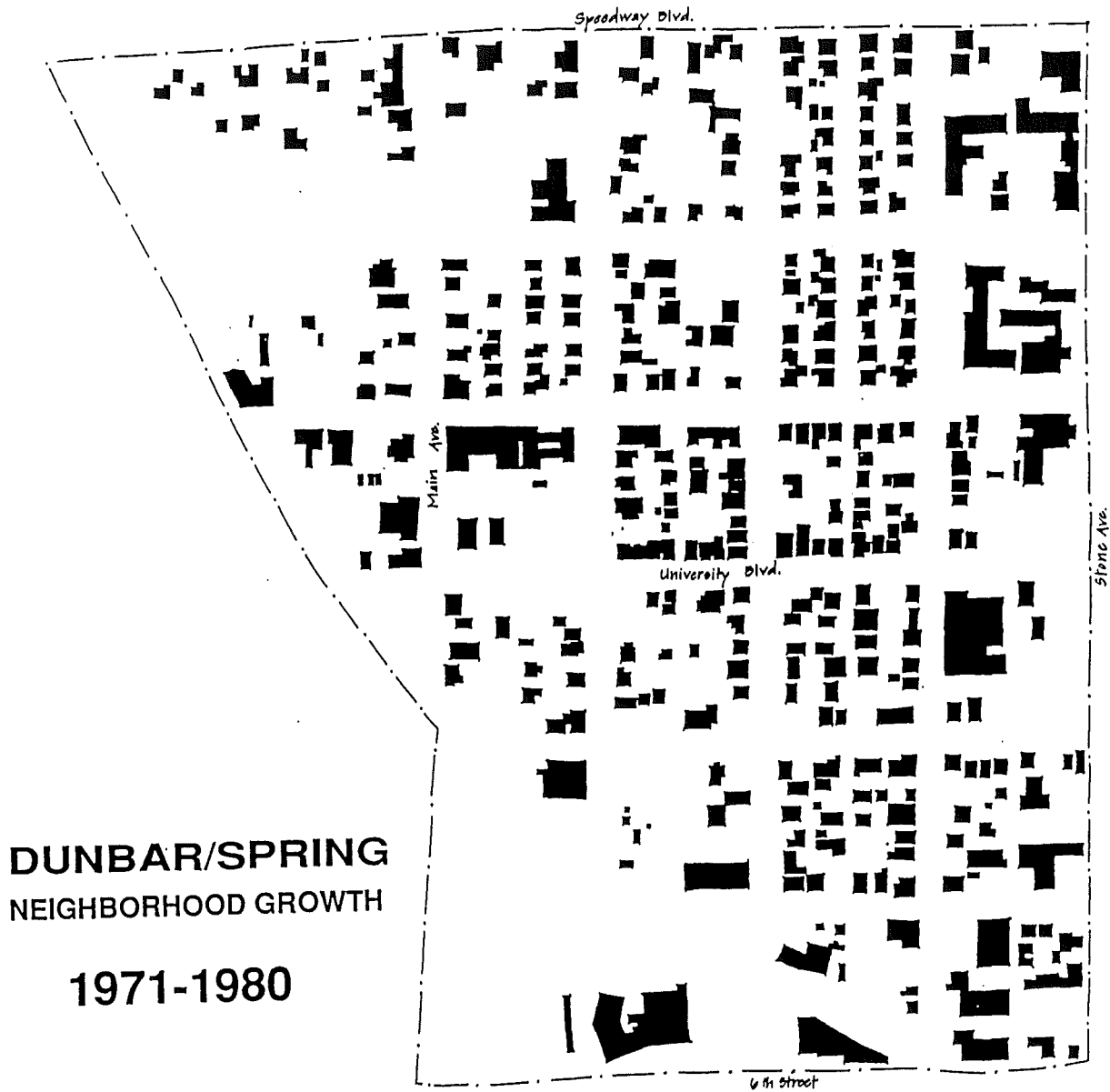
Stone becomes a major business corridor. The Sahara Hotel is built on Stone Avenue and Second St.



**DUNBAR/SPRING
NEIGHBORHOOD GROWTH
1961-1970**

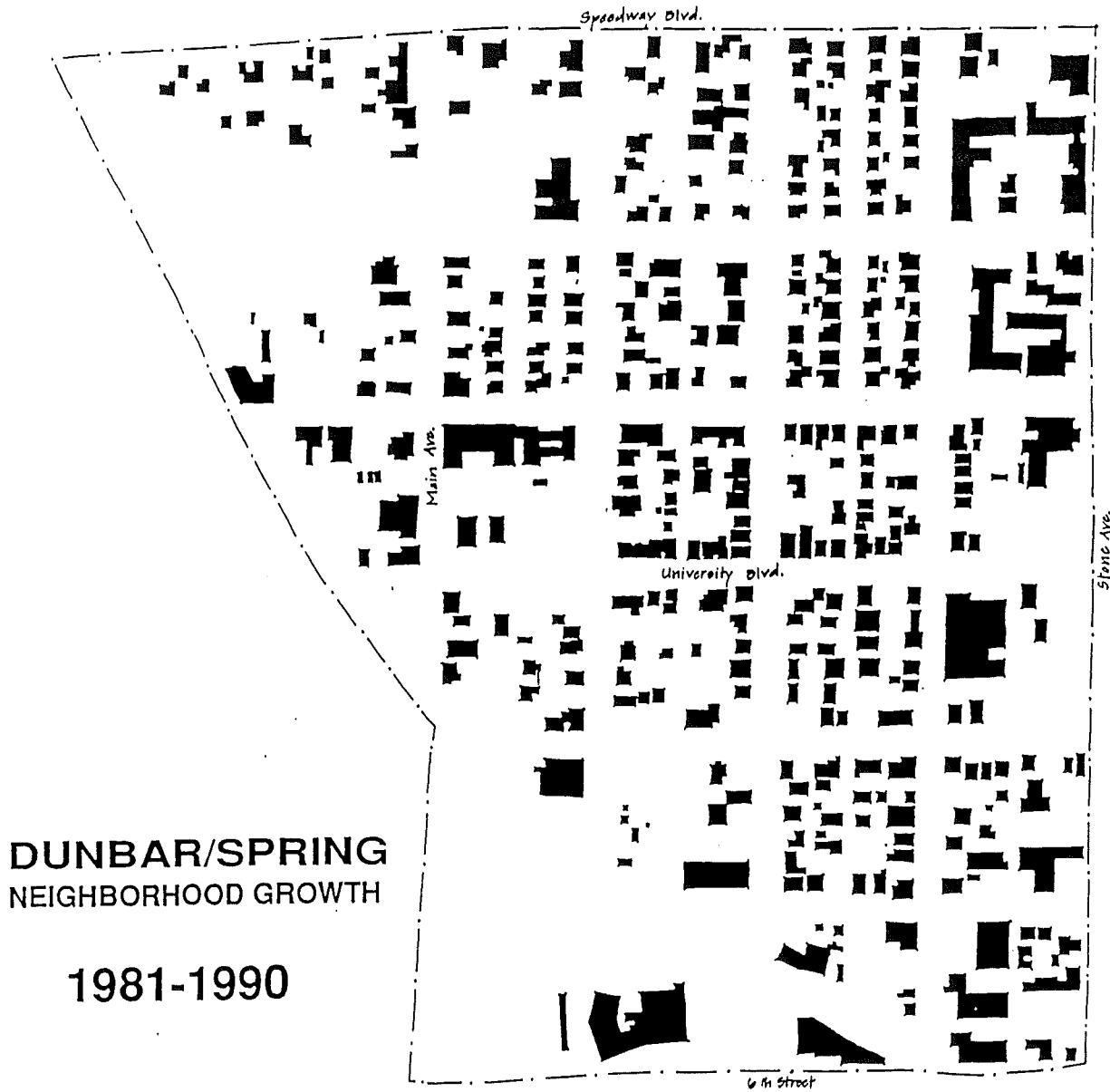
1961-1970

The major additions are a large new structure replacing the existing Tucson Electric Power Company on 6th Street and the Best Western Motel on Stone Avenue and 1st Street.



**DUNBAR/SPRING
NEIGHBORHOOD GROWTH
1971-1980**

From 1971-1980
More infill development and the neighborhood becomes denser.



**DUNBAR/SPRING
NEIGHBORHOOD GROWTH**

1981-1990

From 1981- 1990

The neighborhood fabric resembles the neighborhood today.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

IV. HISTORICAL RESOURCES

HISTORICAL RESOURCES

The Dunbar/Spring neighborhood has a rich cultural and physical history. The neighborhood's prominent historic and architectural character is due in part to its diverse racial and ethnic heritage. Once a predominantly African American community, Dunbar/Spring is now one of Tucson's most integrated neighborhoods.

As a result of the 1986 John Spring Neighborhood Plan, sponsored by the John Spring Neighborhood Association and conducted by PSM & Associates Planning Consultants, a large portion of the neighborhood was placed on the National Register of Historic Places. This distinction differs from the Municipal Overlay Zone, both of which are outlined on the following pages.

Municipal Historic Overlay Zone

This is a City of Tucson official zoning designation which provides special limitations and requirements on development in this zone. There are currently five existing municipal historic districts in Tucson.

Benefits:

Public oversight of the aesthetic quality and historic compatibility of new development in this zone.

Responsibilities:

Structural alterations require architectural review by Neighborhood Advisory Board, Tucson-Pima Historical Commission, and the Tucson City Planning Department

Demolition requires Mayor and Council approval.

National Register of Historic Places

This is a Federal government designation placed on special historic districts and is administered by the National Park Service.

Benefits:

Tax reduction programs:

Residential property tax reduction program

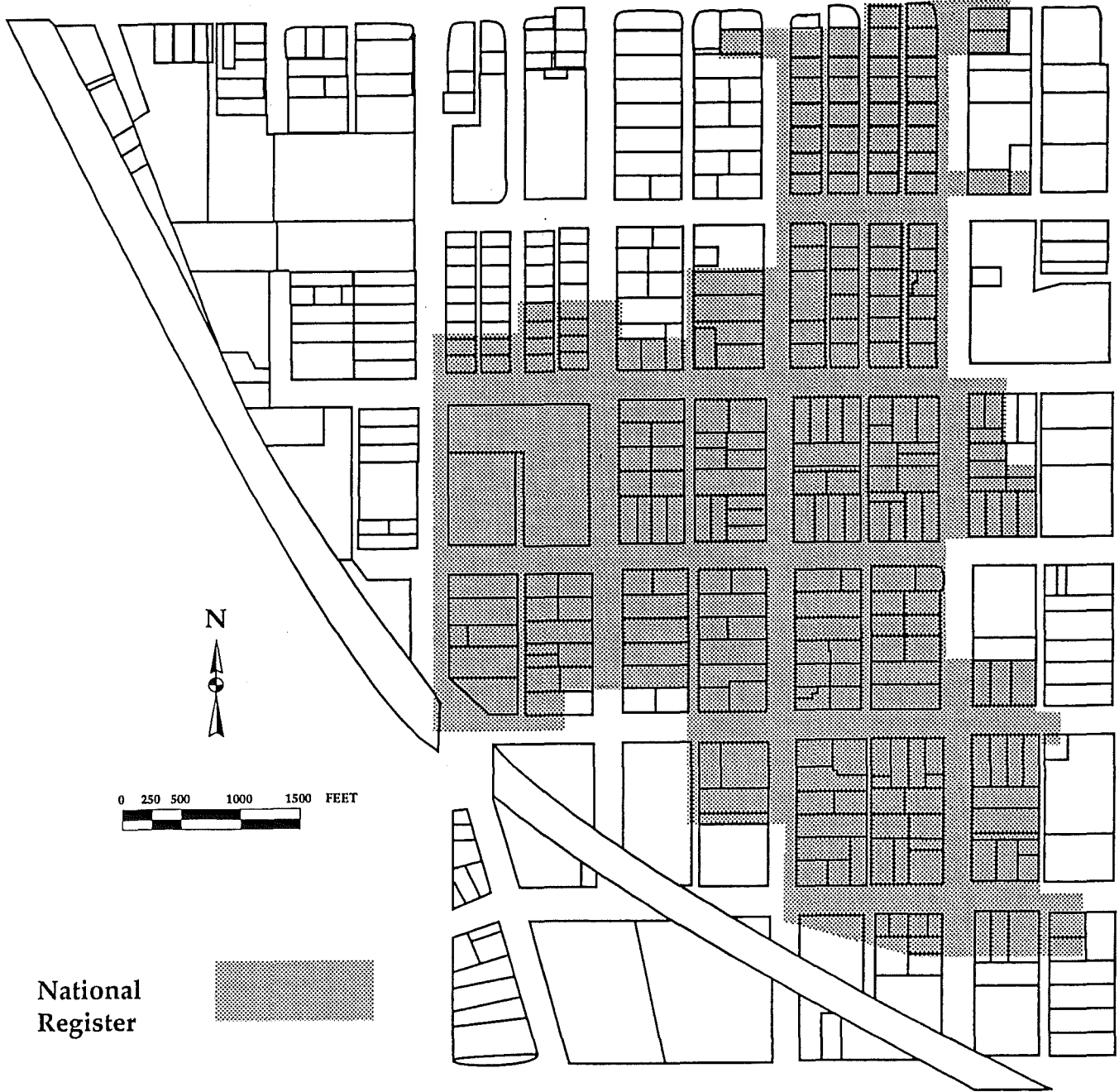
Commercial property tax reduction program

Possible property upgrades

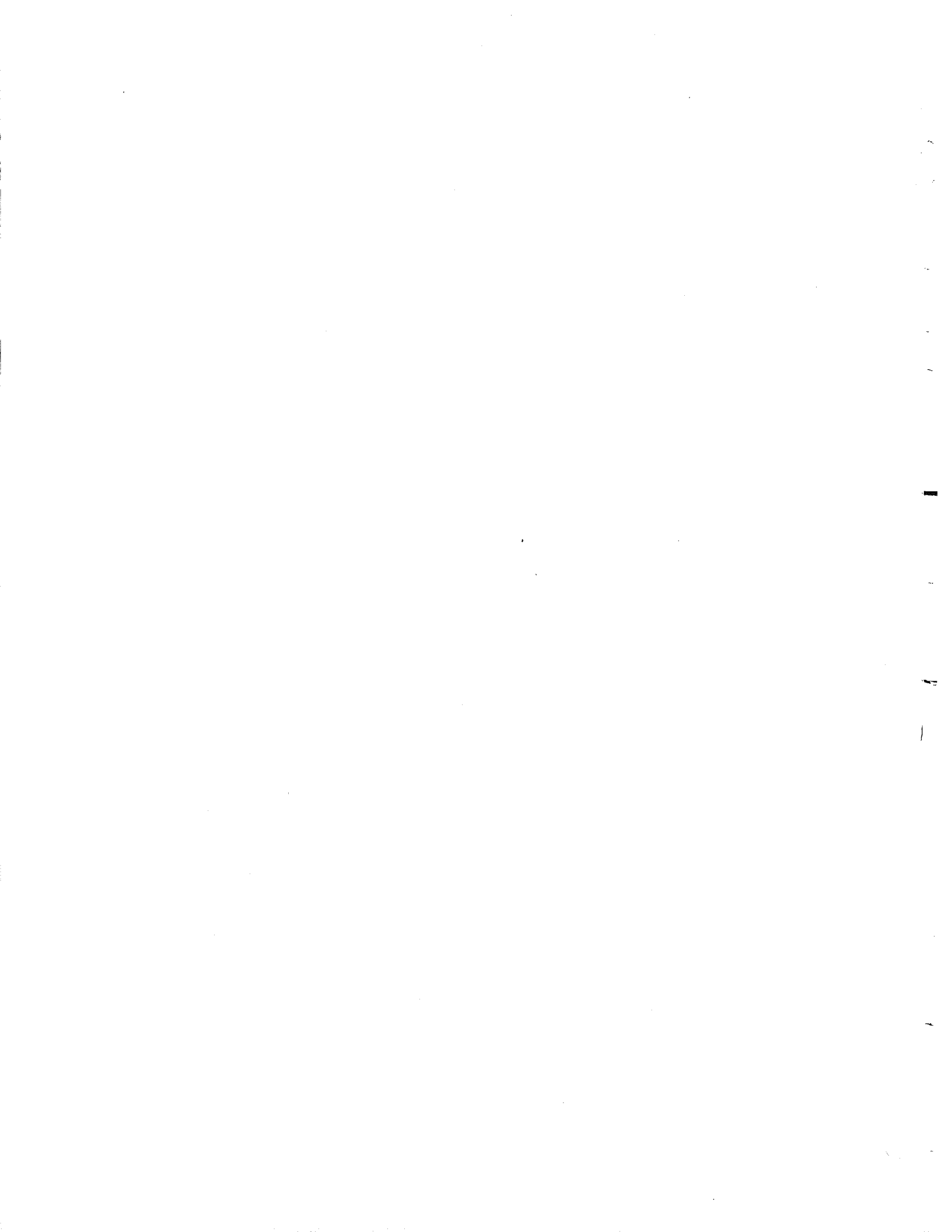
Responsibilities:

Voluntary consultation on structural alterations recommended (no regulations exist to force compliance)

HISTORIC DISTRICT



National Register



V. INFRASTRUCTURE

INFRASTRUCTURE

Infrastructure describes the various city and community services that support the neighborhood. These services include street routes, public transportation, bicycle routes, sidewalks, neighborhood lighting, and drainage areas. Information for each service was provided by the respective agency responsible for its operation and maintenance.

ANTICIPATED TRANSIT SYSTEM CHANGES

MACLOVIO BARRAZA AVIATION PARKWAY - DLUCS II

The Maclovio Barraza Aviation Parkway is a major east/west vehicular traffic carrier which is near completion. The western end of the parkway was at first intended to travel through the Central Business District. This "last mile" has been a source of great debate and controversy. The DLUCS II (Downtown Land Use and Circulation Study II) is still an ongoing process whose purpose is to resolve the Maclovio Barraza Aviation Parkway termination and its connection to the city and downtown area. This project, however, will definitely impact the southern edge of the neighborhood.

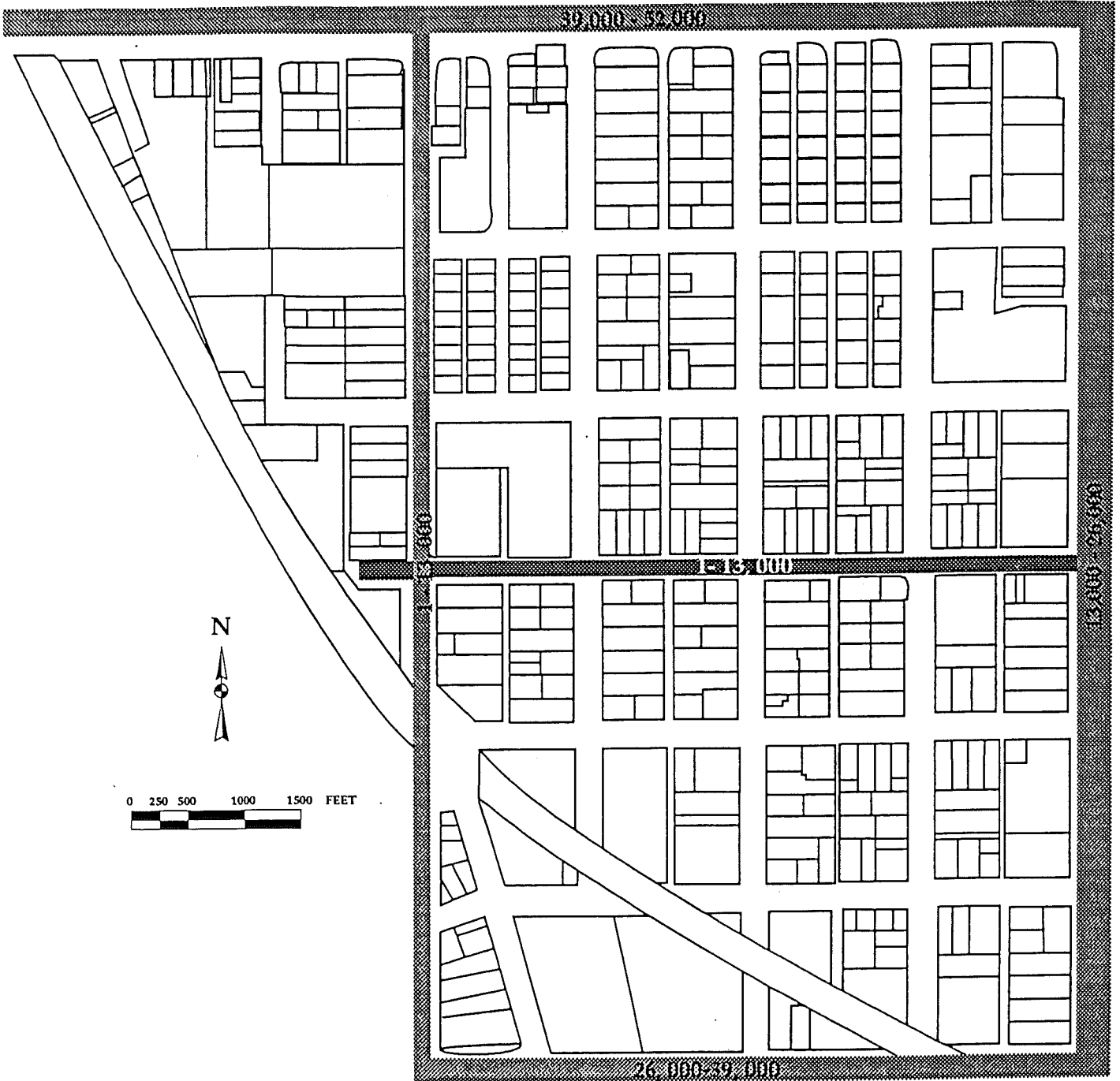
Appendix I shows a document prepared by the City of Tucson Department of Transportation and the firm Dave Perkins JHK & Associates which outlines the DLUCS II process. This document was published in December of 1992 and since has been twice updated -- in August 4, 1993 and the other in September 8, 1994. Both updates are presented.

AUTO TRAFFIC

Due to the fact that the neighborhood is centrally located in the Tucson Metropolitan area and adjacent to CBD (Central Business District) it is affected by major traffic corridors.

The adjoining Street and Routes map shows the traffic counts (based on a 24 hour weekday) along the main arterial and collector streets affecting the neighborhood — Speedway, Stone, Main, 6th Street and University Blvd.

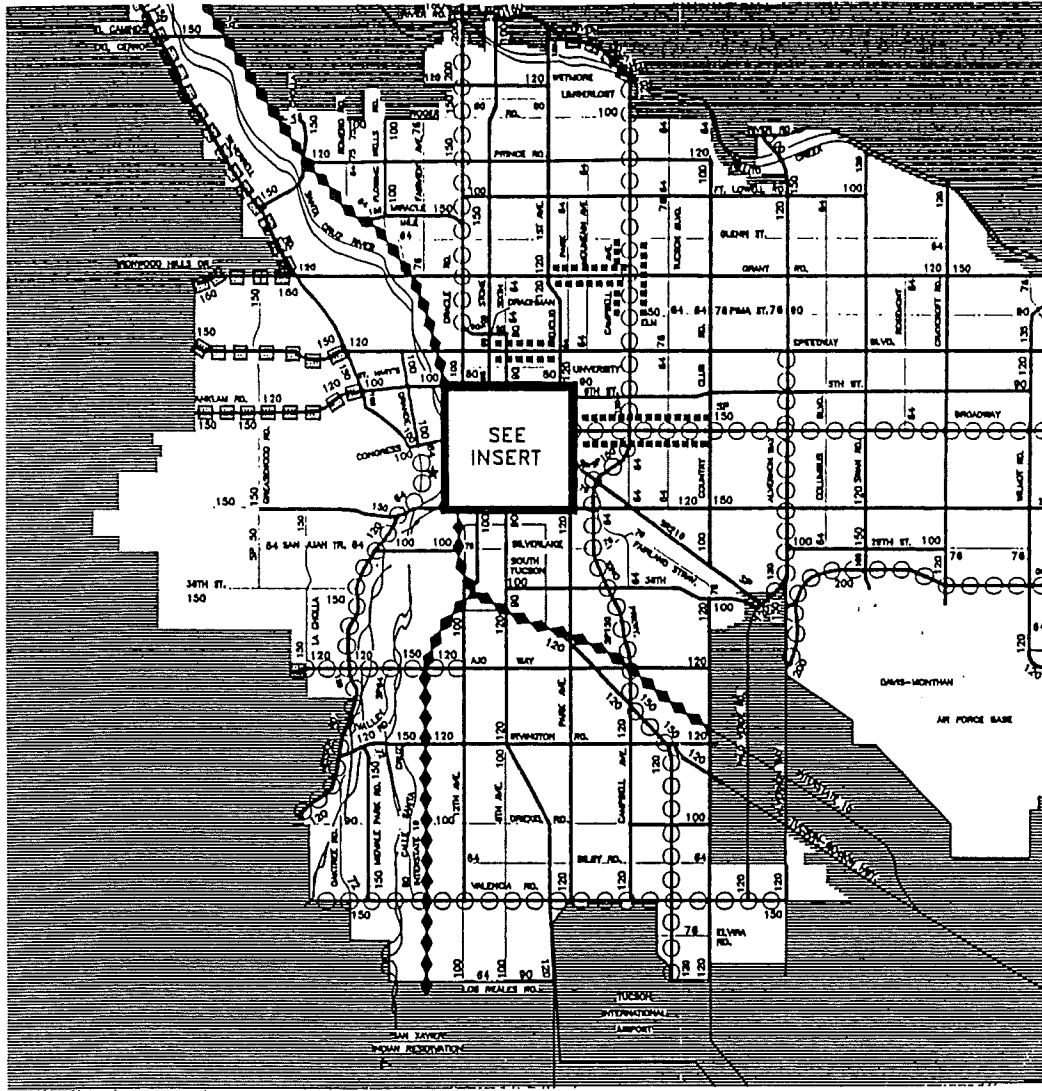
STREETS AND ROUTES



* Traffic counts based on a 24 hour weekday

STREET WIDENING

According to the 1992 Major Streets and Routes Plan for Tucson, Stone Avenue is designated a 90 feet right-of-way-- a four lane road with a middle turn lane. North of 6th St., however, Stone Avenue will be widened to a 120 feet intersection. Speedway Boulevard was widened in the late 80's and no other major street widening projects are foreseeable in the near future.



INSERT

RIGHT-OF-WAY WIDENING AT INTERSECTIONS FOR STREETS ON M S & R MAP

A equals mid-black width. The City Engineer will determine values B, C, and D when necessary (or mid-black widths not in the following table (e.g. A equals 110))

A	B	C	D
84	80	300	200
78	100	300	200
80	100	300	300
90	120	300	300
100	130	300	300
120	150	300	300
150	150	N/A	N/A
200	200	N/A	N/A

planning department
CITY OF TUCSON, ARIZONA

scale

- Arterial Street
- Collector Street
- Gateway Route
- Corridor Studies
- Scenic Route
- Interstate Route

* Source: Major Streets and Routes Plan, Adopted 11/5/82, Amended 5/11/92

PUBLIC TRANSPORTATION - BUS

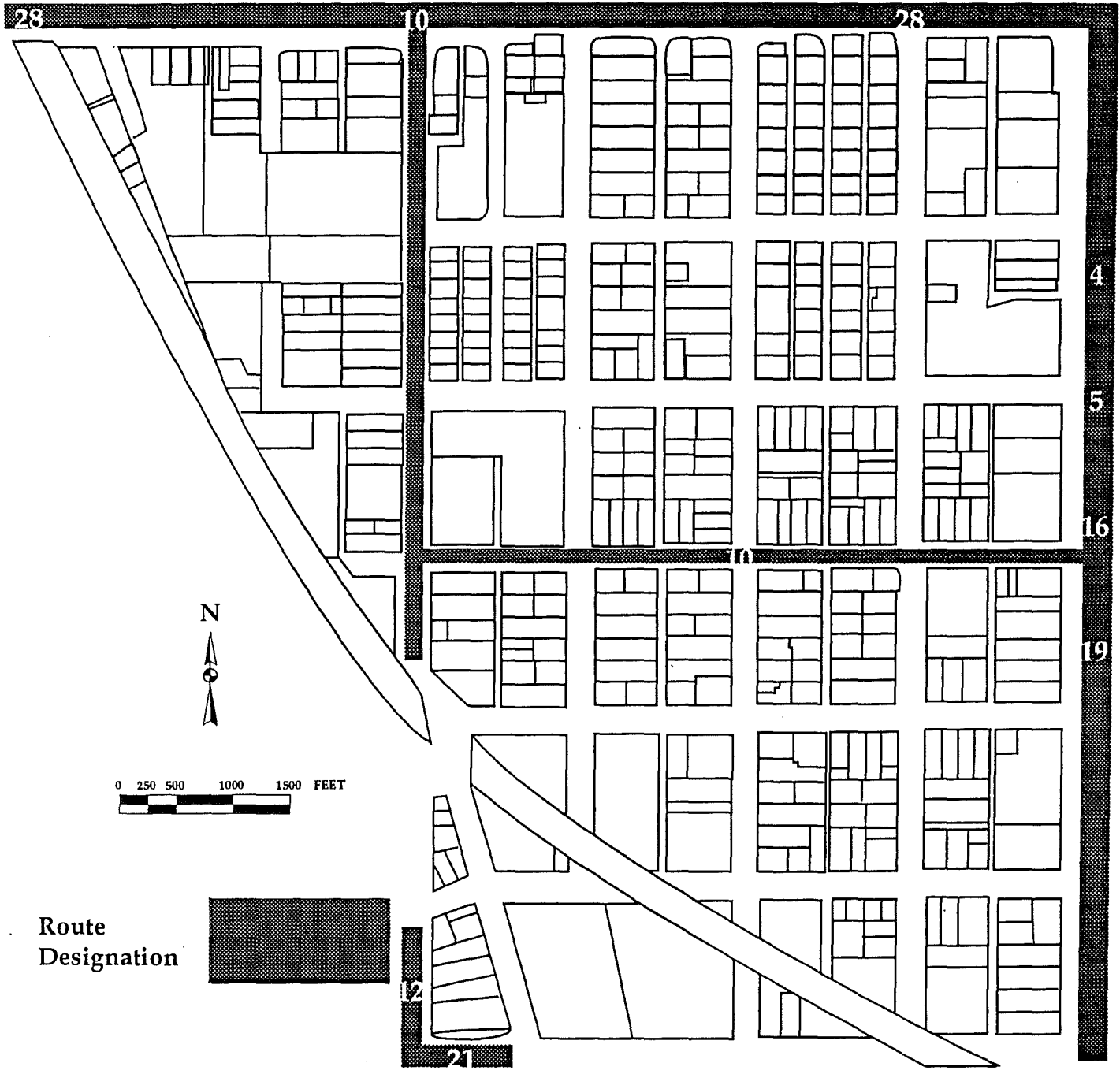
As shown in the Neighborhood Bus Route Map, public transportation is easily accessible from the neighborhood. The Dunbar Springs neighborhood is presently served by eight different Sun Tran routes making stops in the neighborhood and connecting it to major destinations in the city.

Route # :	Names:	Itinerary:
1	University	Downtown-Christopher City (North/South)
4	Speedway	East Speedway (via U. of A.)-Downtown (East/West)
5	Pima Street	Laos Transit Center-Tohono Tadai Transit Ct. (North/South)
10	Romero	Downtown-Tohono Tadai Transit Center (North/South)
12	Anita	Downtown-St. Mary's Hospital (West-via Barrio Anita)
16	12 th Ave./ Oracle	Valencia-North Oracle (North/South)
19	Stone	Downtown-Tohono Tadai (North/South)
21	Congress	Downtown-St. Mary's Hospital (West)
28*	W. Speedway	Pima College West-6th Street/Speedway Blvd.

* weekdays only

Source: Rider's Information Guide, Sun Tran, December 4, 1994.

NEIGHBORHOOD BUS ROUTES WITH ROUTE NUMBERS



* SOURCE: SUNTRAN

BICYCLE TRAFFIC

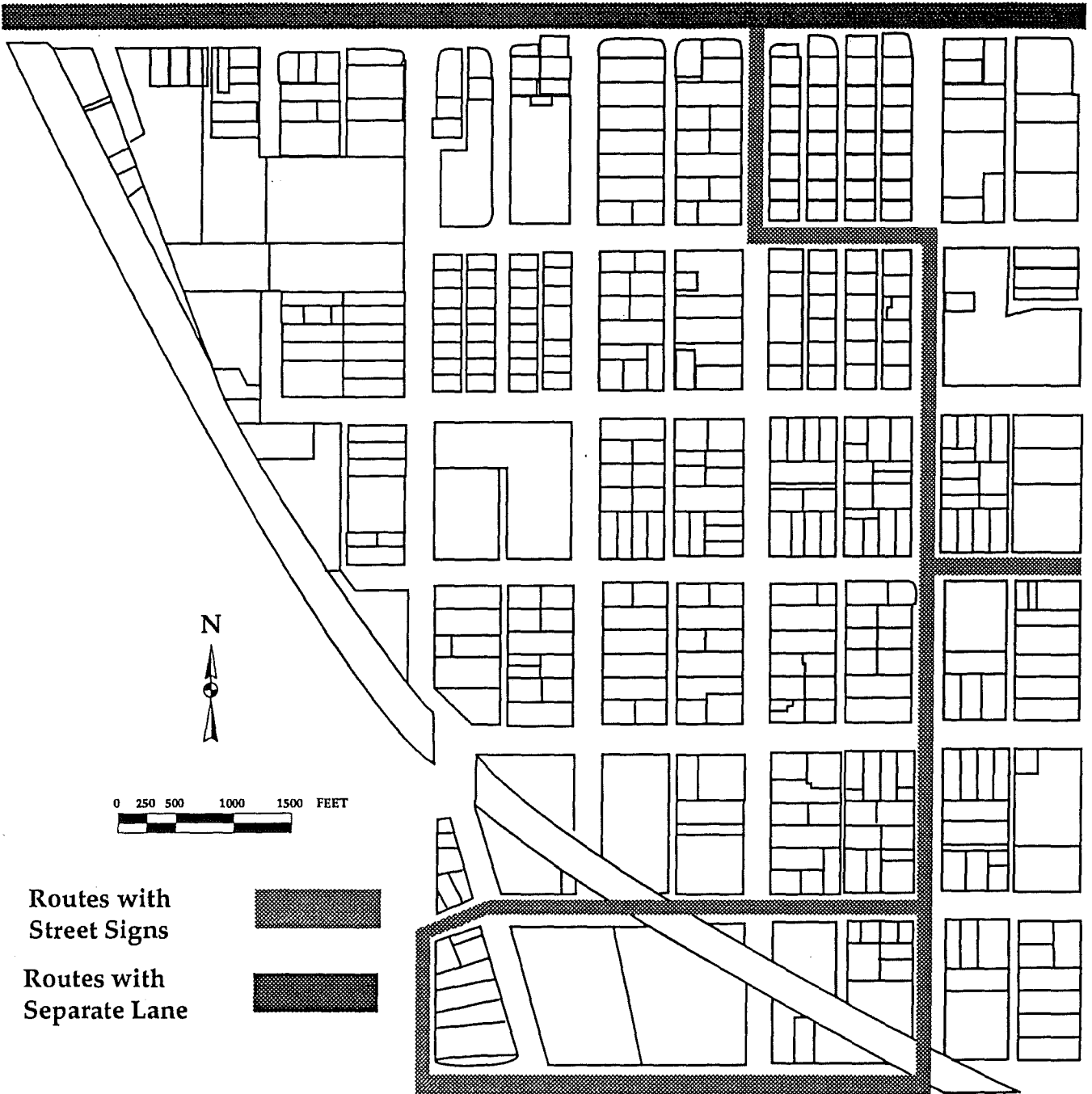
The neighborhood is served by two different types of bike routes:

- A route with a designated lane (only along Speedway).

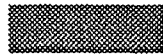
- A route marked with a street sign.

University Boulevard is the most traveled path. It is used heavily by people commuting to the University of Arizona and bicycle enthusiasts traveling west toward Gates Pass. This is not a designated route in the neighborhood, but is a wide thoroughfare with little automotive traffic.

NEIGHBORHOOD BIKE ROUTES



Routes with
Street Signs



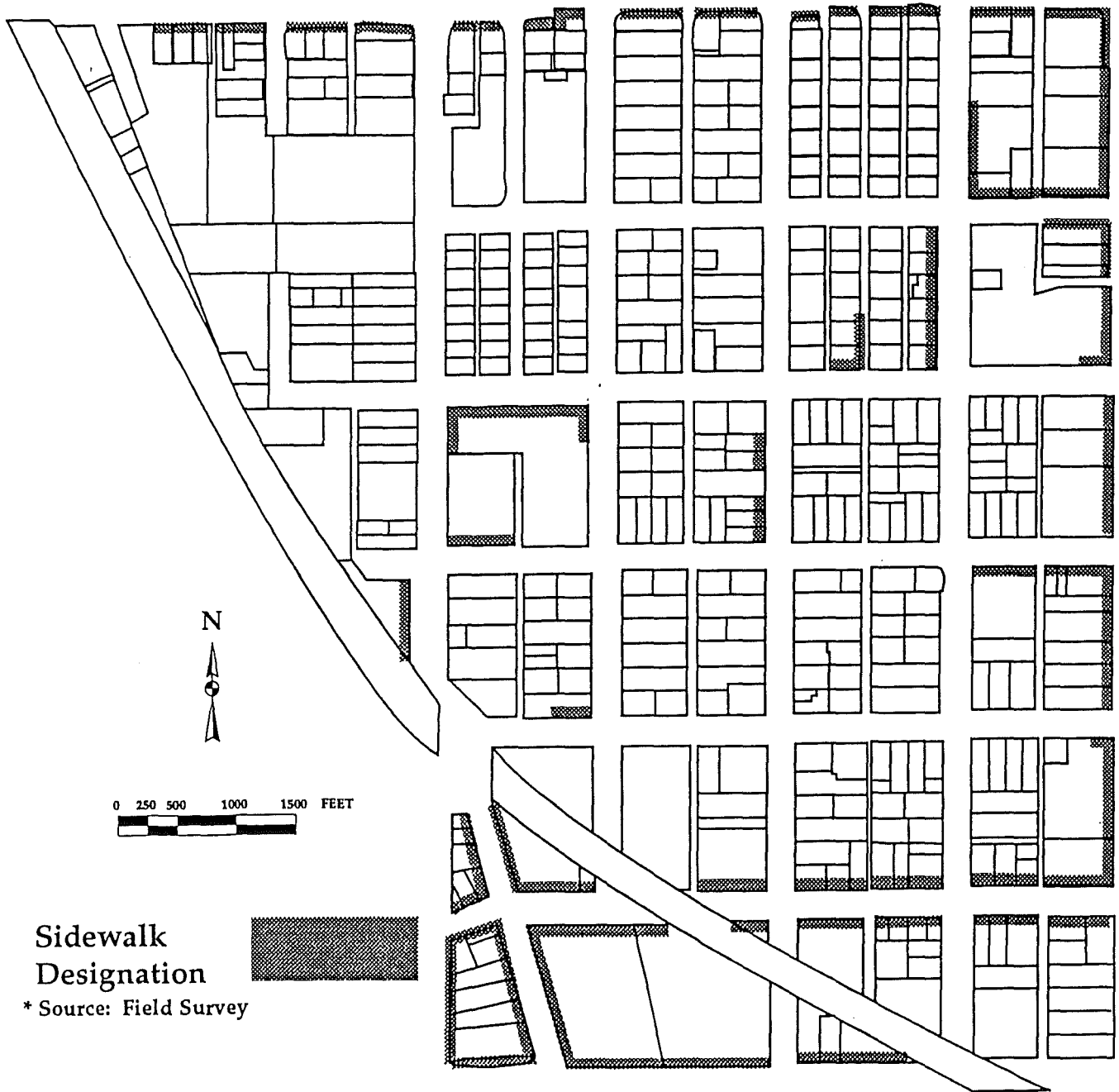
Routes with
Separate Lane



PEDESTRIAN TRAFFIC - EXISTING SIDEWALKS

Sidewalks provide safe pedestrian travel. Concrete sidewalks, shown on the adjoining map, are found only in some areas of the neighborhood. Continuous sidewalks run along the commercial edges of Speedway Boulevard, Stone Avenue and Sixth Street. However, in the interior of the neighborhood sidewalks are sporadic. Sidewalks are found in small areas along Fifth Street, fronting the Dunbar/John Spring School, and along Ninth Avenue between First and Second Streets.

EXISTING SIDEWALKS

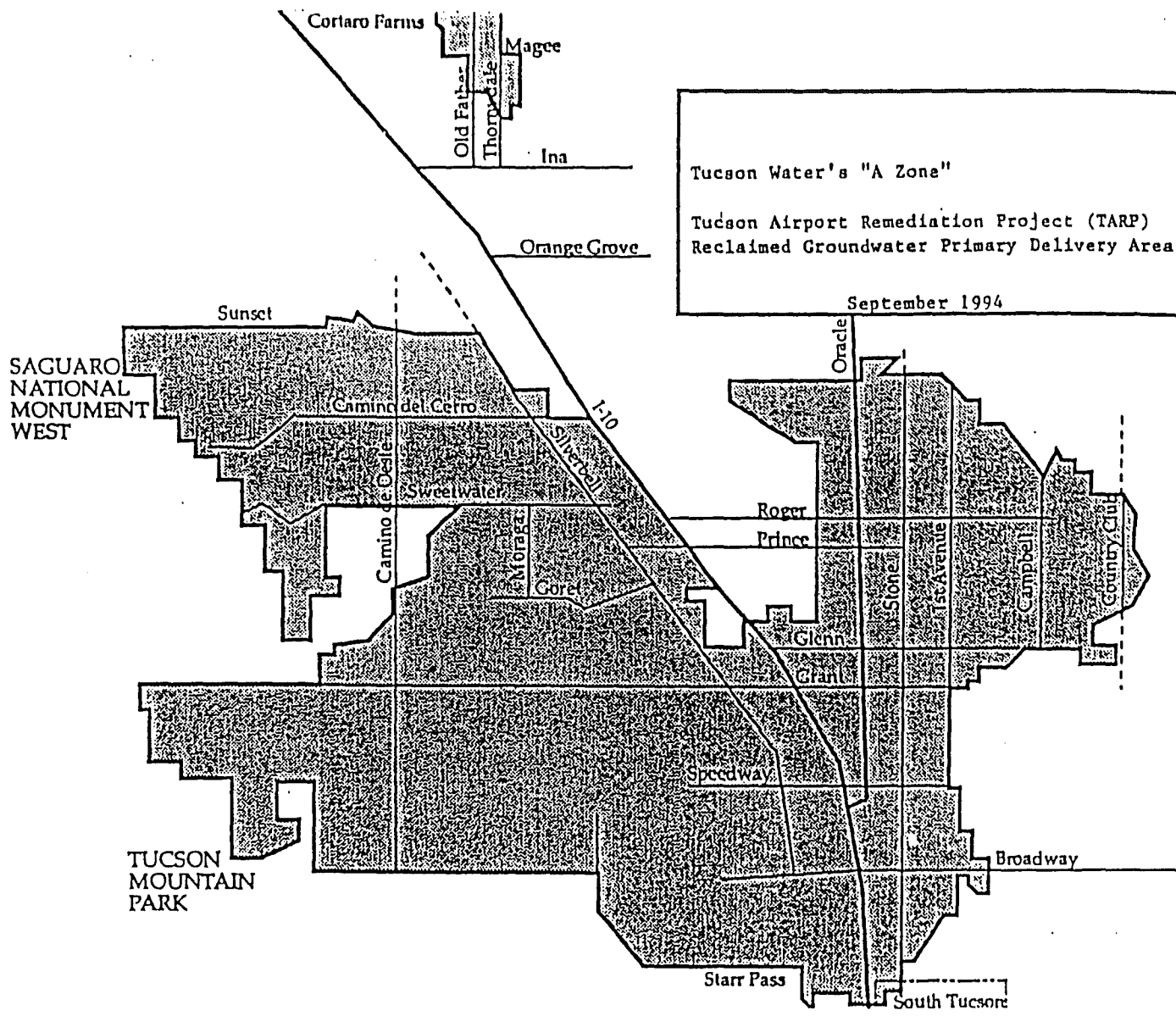


WATER

The Dunbar/Spring neighborhood is within the Tucson Water service area. Officials for the Water Department report that there are no problems in providing water to the neighborhood nor do they anticipate any changes in service in the near future. While it seems that there are no problems in the provision of water, its quality has been questioned. Water quality is a major concern for neighborhood residents due to fear of contamination by trichloroethylene, or TCE, discovered in some ground water wells in the southern part of Tucson. The water to this and many others neighborhood is believed to be contaminated TCE water mechanically cleaned up and recycled for neighborhood use. The Pima County Department of Environmental Quality, the Pima County Health Department, the U.S. Environmental Protection Agency (EPA) and Tucson Water have all been involved in responding to public concerns and together have published newsletters on the issue.

Currently the neighborhood lies within Tucson Water's 'A Zone' — an area that includes downtown and northwest Tucson, supplied by a treatment plant located near Tucson's airport. On September 8, 1994, the Tucson Airport Remediation Project, TARP, began full scale operation providing water from this plant to the 'A Zone', shown in the following map. To ensure that water quality standards were being met, several Tucson citizens have joined a team to conduct surprise inspections at the plant and test the quality of the water supply. These EPA funded surprise inspections are meant to provide unbiased samples and to ensure the ongoing safety of the treatment plant. Thus far there have not been any reported violations of water standards.

(For further information contact the U.S. EPA 1-800-231-3075.)



* Source: Memorandum Tucson International Airport Area Superfund Site Status Report-Number Four, 1994

DRAINAGE

Two distinct drainage areas have been identified in the neighborhood by City officials as shown on the adjoining map. Water flows generally to the west in direction of the Tucson Arroyo located south of 5th Street. The southern part of the Dunbar/Spring neighborhood is affected by the 100 year flood plain. There is a potential for flooding due to an undersized concrete culvert that extends through the neighborhood from Stone Avenue to the Southern Pacific Railroad tracks which is inadequate to pass the 100-year flood.

Another drainage system in the neighborhood is the surface runoff channel along First Street running southwest. The interior of the neighborhood is devoided of any storm sewers system. Along Speedway Boulevard and at the intersection of 6th St. and Stone Avenue (Stone underpass), however, there are storm sewer systems.

PRINCIPAL DRAINAGE AND 100 YR. FLOOD PLAIN



ELECTRICITY

The provision of electricity to the neighborhood is adequate. It is worth noting that Tucson Electric Power Company is located within the southwestern quadrant of the neighborhood, including the central office, headquarters, and a power transformer unit. This transformer unit together with the overhead electrical power lines are a major concern to some residents. Some Dunbar/Spring residents are concerned about the possibility of being exposed to levels of electromagnetic radiation that may lead to health problems.

Street Lighting Plan

In 1987, a Central District Block Grant provided funding for the Spring Street Lighting Plan, designed by the Tucson engineering firm Mars Burnside. It was approved by the City Department of Traffic Engineering. The plan includes the entire neighborhood, but funding allowed for 11 posts to be installed in the southeastern corner of the neighborhood. Currently, (Fall 1995), new lighting is being placed along Main Avenue.

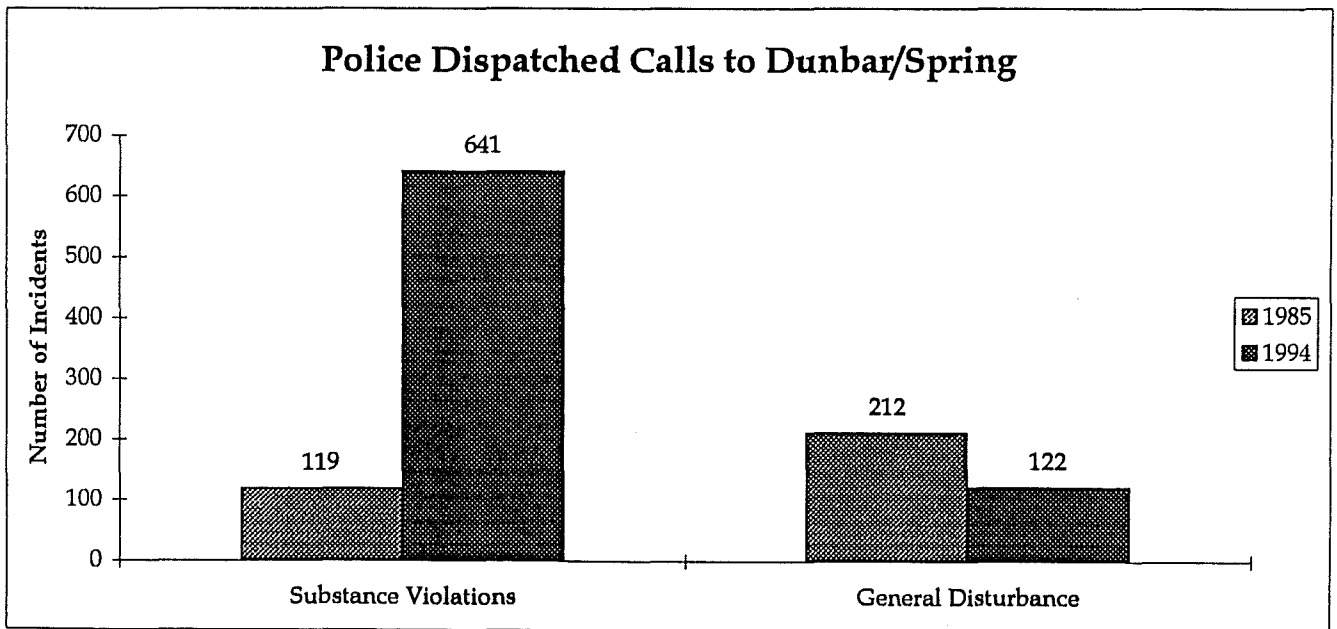
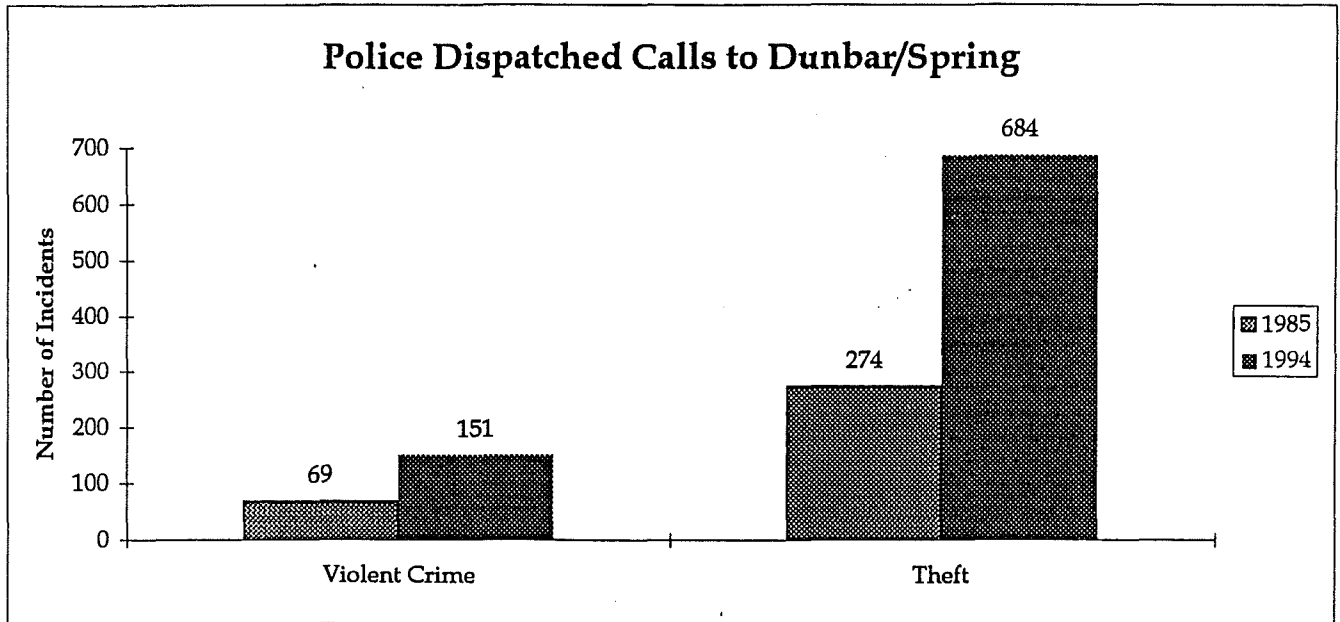
VIII. COMMUNITY GOALS

COMMUNITY DYNAMICS

Community Dynamics refers to information about the usage of city-provided services by the neighborhood residents. The issues discussed will include police statistics and education.

CRIME

While the Dunbar/Spring neighborhood enjoys the benefits of its central location and proximity to the downtown, it must also deal with drawbacks such as crime. A comparison was made between the statistics from the 1985 John Spring Neighborhood Plan and current statistics from 1994. The statistics provided by the Tucson Police Department represent the number of dispatched calls to the Dunbar/Spring neighborhood and do not necessarily represent arrests made or convictions. In general, crime has increased in the neighborhood except for general disturbances.



Police Dispatched Calls in the Dunbar/Spring Neighborhood 1994

<u>Criminal Cases</u>	<u>Number of Incidents</u>
Rape	8
Robbery	5
Aggravated Assault	45
Burglary	64
Larceny	547
Auto Theft	68
Other Assaults	98
Forgery	8
Fraud	8
Embezzlement	6
Stolen Property	1
Criminal Damage	105
Weapons Violations	4
Prostitution	6
Sex Offenses	11
Drugs	70
Offenses Against Family	5
Driving Under the Influence	47
Liquor Violations	517
Intoxication	7
Disorderly Conduct	122
Vagrancy	1
Other Offenses	116
Arrest for Other Jurisdiction (warrants)	63
Juvenile Violations	5
Runaway Juvenile	15

Traffic Accidents

Fatal Motor Vehicle Accident	1
Personal Injury Accident	106
Property Damage Motor Veh. Accident	223
Motor Vehicle Non-traffic Accident	35
Other Vehicle Accidents	0
Traffic Violations	19

Public Assistance

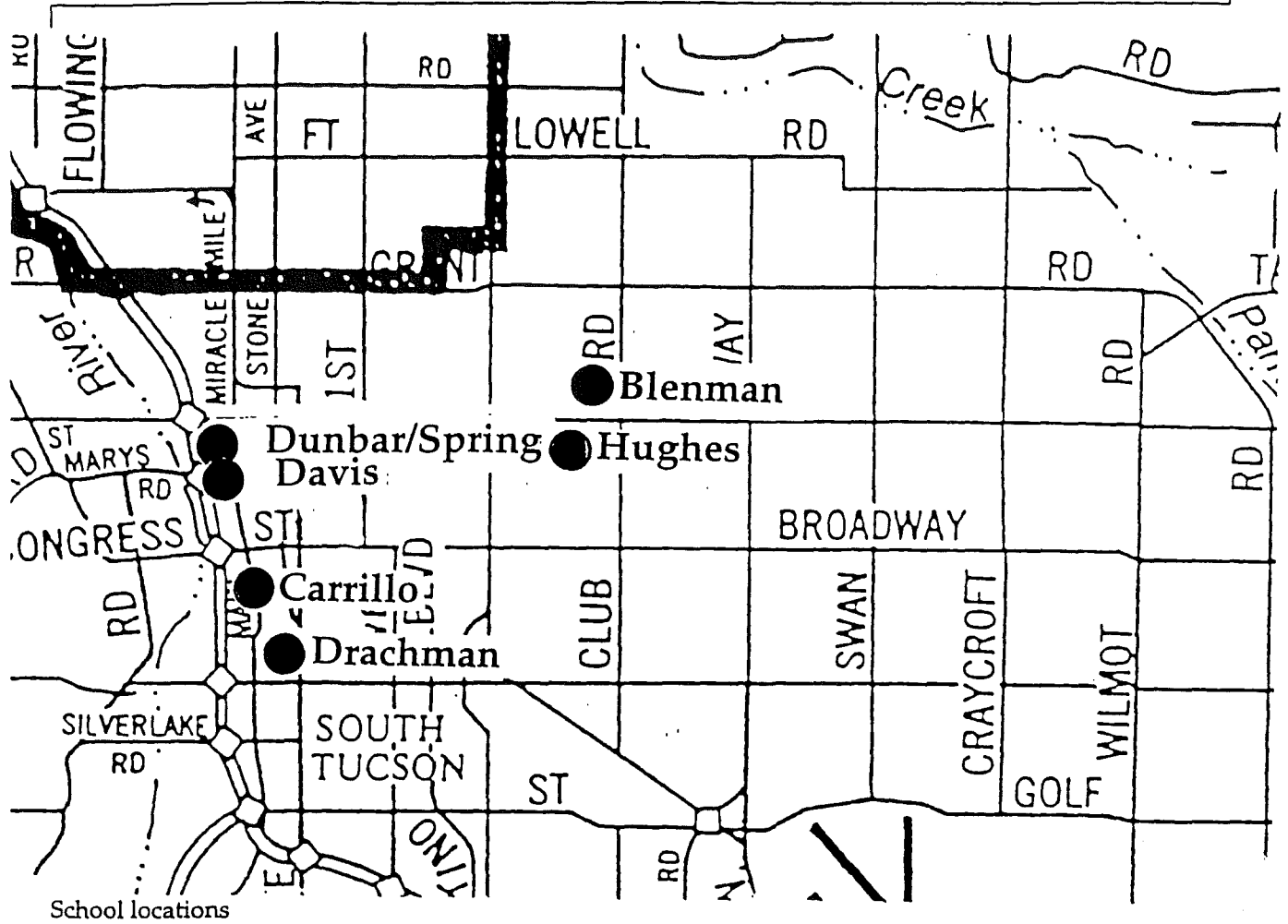
Death	7
Sick Cared for	24
Public Hazard	9
Fire (non-arson)	16
Lost/Found	25
Public Assistance	53
Civil Matters	16
False Alarms	2
Suspicious Activity	66
Disturbance	72
Assist Other Agency	3
Miscellaneous	30

Total Calls

 2787

EDUCATION

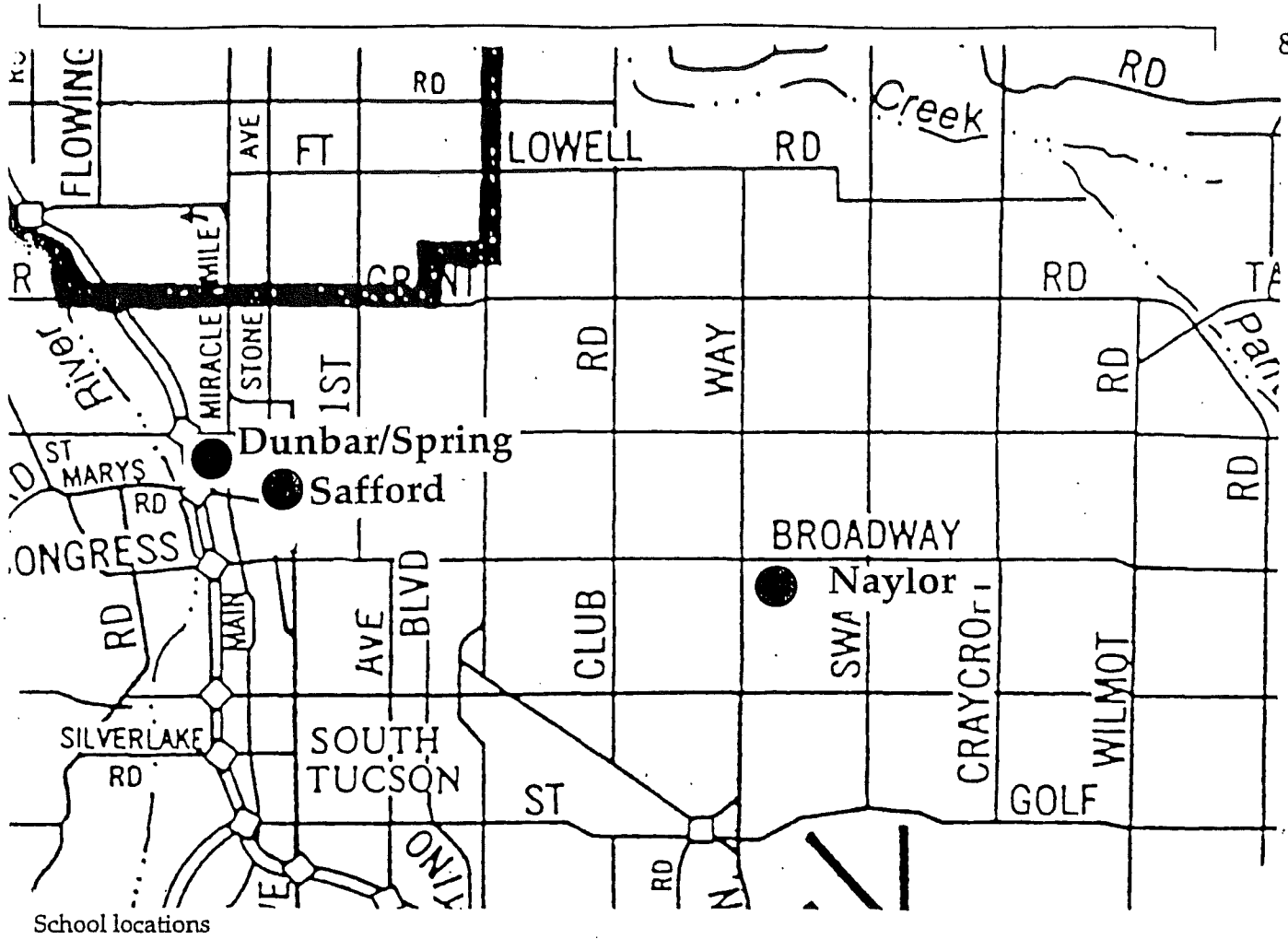
The children of the Dunbar/Spring Neighborhood attend a variety of Tucson schools. As a result of the 1978 school desegregation policy implemented by Tucson Unified School District (TUSD), many of the children attend schools outside of the neighborhood. The following tables and maps, produced from the information provided by TUSD, represent the schools attended by Dunbar/Spring children.



Elementary School Enrollment

Blenman	22
Borman	1
Borton	6
Carrillo	1
Davis	20
Drachman	1
Hughes	1
Mile	3
Ritchey	1
Other	1
<hr/>	
Total	55

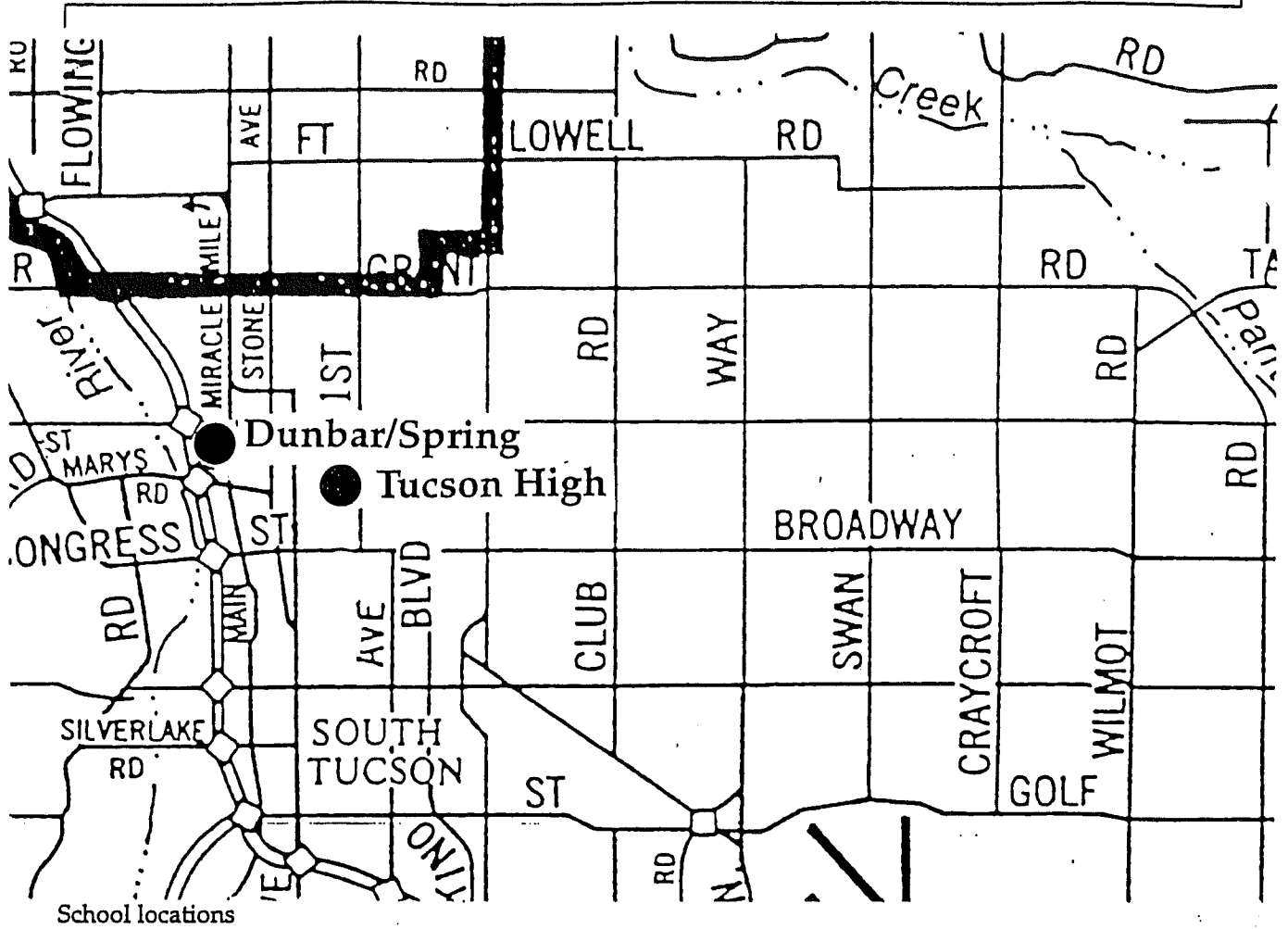
Davis Elementary, located directly adjacent to the neighborhood, and Blenman Elementary, located approximately 1 mile away, are the predominant schools for Dunbar/Spring children.



Middle School Enrollment

Naylor	1
Safford	20
Other	1
	<hr/>
Total	22

Safford Middle School, located approximately 1 mile from the neighborhood, is the school most attended by Dunbar/Spring children.



High School Enrollment

Tucson High	17
University	1
Catalina	1
Cholla	1
Total	20

The majority of Dunbar/Spring high school students attend Tucson High School, located approximately 1 1/2 miles away. Tucson High is a magnet school for students all over the city. TUSD does not provide transportation to Tucson High from the Dunbar/Spring Neighborhood.

VII. ISSUES AND OPPORTUNITIES

ISSUES AND OPPORTUNITIES

From the analysis of the data collected for this project, a series of issues and opportunities were identified and presented to the neighborhood residents. The purpose of these issues is to fuel discussion and have the neighborhood residents think deeply on their strengths and weaknesses, assets, concerns, and ways of achieving their goals.

Issues and Opportunities:

1. How can the level of neighborhood participation and involvement be increased?
2. What are the special needs of youth? How can they be served?
3. Is the neighborhood satisfied with the current educational opportunities for children? If not, what changes are necessary?
4. How can access to social and health services be improved?
5. How can access to recreational services be improved?
6. What are the special needs of the elderly? How can they be served?
7. What are the major security concerns?
8. What kind of services and facilities should be available within the neighborhood?

9. What are the potential impacts of environmental conditions?

TCE in water?

Electromagnetic field?

What are the appropriate steps to research and address these issues?

10. What are the possibilities for business and job development in the neighborhood?

11. How can existing business districts be improved (Stone and Main Avenue)?

12. What should be the function and character of the neighborhood edges?

Stone Avenue?

6th Street?

Main Avenue?

Area along the railroad tracks?

13. What are the possibilities for development of vacant land and buildings?

14. What is the potential of the Dunbar Project for neighborhood development?

15. What will be the impact of Aviation Corridor/DLUCS on the neighborhood?

16. What are the housing needs?

New construction?

For whom?

Of what type?

Where?

Affordability?

Availability of financing?

17. What are the historical values and qualities of the neighborhood? How can they be preserved?

18. What will be the future relationship with institutions within the neighborhood?

Salvation Army?

Tucson Electric Power Company?

Business Development Resource Center (Tucson Urban League)?

Robert Strong Early Learning Childcare Center (Tucson Urban League)?

Dunbar Coalition?

Estevan Park (Parks and Recreation Department)?

19. What will be the future relationship with institutions and areas adjacent to the neighborhood?

Pima Community College (Downtown Campus)?

Catholic Community Service?

De Anza Park?

Downtown?

University of Arizona?

Southern Pacific Railroad?

20. Can we construct a future for Dunbar/Spring that satisfies the legitimate concerns and interests of its diverse population?

VIII. COMMUNITY GOALS

GOALS

I. NEIGHBORHOOD PARTICIPATION

Recognize the primary importance of involving all interested residents, businesses, property owners, and public and private institutions in the decisions and actions that will affect the future of the Dunbar/Spring Neighborhood. Promote actions and assemble resources that will encourage communication, personal contact, and access to information.

II. SECURITY

Restore the health of the neighborhood by dramatically reducing crime and vandalism. Identify and eliminate those conditions that allow crime to flourish.

III. YOUTH

Empower youth by connecting them to the community life of the Dunbar/Spring Neighborhood. Work directly with youth to create safe, interesting opportunities and positive choices for education, recreation, work, skills, and fun.

IV. ELDERLY

Respect the knowledge, experience, and skills of the elders of the neighborhood and eliminate the barriers (fear, physical limitations, isolation, lack of information) that diminish their quality of life.

V. EDUCATION

Integrate quality education for children back into the life of the neighborhood.

VI. HUMAN SERVICES

Ensure that residents are fully informed of the type and location of available human services. Assist those with limited mobility to gain access to these services.

VII. RECREATION

Provide new, safe, interesting recreational opportunities between Main and Stone for Dunbar/Spring residents of all ages, but especially for youth. Facilitate access and improve usability and facilities east of Stone and west of Main.

VIII. HOUSING

Encourage low cost, energy efficient, new housing, consistent with existing neighborhood single family residential patterns and densities, while ensuring neighborhood involvement in the process. Facilitate housing rehabilitation with financial, technical, cost reduction, and energy conservation assistance for residents in the neighborhood.

IX. BUSINESS AND JOB DEVELOPMENT

Encourage business development, primarily on the perimeter of the neighborhood, that generates potential jobs for neighborhood residents, does not have a negative impact on residential areas, increases the attractive appearance and provides goods and services of use to the neighborhood. Encourage business development consistent with the other goals.

X. HISTORICAL VALUES AND QUALITIES

Understand and respect the unique legacy of the Dunbar/Spring neighborhood by protecting and preserving the historic diversity of its people, its culture, urban form, and architecture. Use history as a means to unite rather than divide the residents of the neighborhood.

XI. ENVIRONMENTAL

Accurately determine, from neutral/objective sources, the potential threat to the neighborhood from environmental factors such as TCE contamination in the water, electromagnetic fields from TEP, Southern Pacific Railroad, storm water run-off, and noise and air pollution from Aviation modifications. Increase native vegetation in the neighborhood.

XII. VACANT LAND AND BUILDINGS

Encourage reinvestment in the neighborhood by the appropriate development of vacant residential and commercial property. Encourage housing consistent with the existing character and density of the neighborhood.

Encourage business development consistent with the other goals. Focus on key vacant buildings and sites in the neighborhood such as Sahara Hotel and the Dunbar School.

XIII. RELATIONSHIP BETWEEN AREA SOCIAL SERVICE INSTITUTIONS AND THE NEIGHBORHOOD

Establish relationships of open communication, cooperation, and respect with social service institutions. Use these relationships to address the concerns of the Dunbar/Spring Neighborhood.

XIV. RELATIONSHIP BETWEEN AREA INSTITUTIONS/BUSINESSES AND THE NEIGHBORHOOD

Maximize the value of Dunbar/Spring's location by promoting interaction and joint projects with the neighboring institutions. Develop ideas that can take advantage of the resources and skills that these institutions and businesses possess for the mutual benefit of all.

XV. FUNCTION AND CHARACTER OF NEIGHBORHOOD EDGES

Encourage the development or redevelopment of the property on the edges of the neighborhood in such a way that dignifies and defines the boundaries of Dunbar/Spring, provides neighborhood-friendly businesses, and respects the safety, security, and local character of the residential area.

XVI. IMPACT OF MACLOVIO BARRAZA AVIATION PARKWAY

Ensure that the Dunbar/Spring Neighborhood has a major role in the planning process and the final proposal for Maclovio Barraza Aviation Parkway/DLUCS.

XVII. DUNBAR PROJECT OPPORTUNITIES

Fully engage the Dunbar/Spring Neighborhood, as co-owner, in all decisions and processes concerning the Dunbar School Project. Maximize the potential of the Dunbar Project as a center of activity for the neighborhood.

**IMPLEMENTATION
AND ACTION ITEMS**

IMPLEMENTATION AND ACTION ITEMS

The community planning process produced seventeen goals. Following the development of these goals, focus group meetings were organized to discuss each goal in detail. The intent of the meetings was to informally brainstorm action items that Dunbar/Spring residents could carry out to reach their stated goals.

For each focus group meeting, invitations were extended to professionals, activists, and others knowledgeable in the subject of interest, interested neighborhood residents, and a general invitation to all Dunbar/Spring residents. The focus group meetings were generally well attended by both outside informants and neighborhood residents.

Ten focus group meetings were held from August to October of 1995. At some focus group meetings, multiple goals were discussed to save time and limit the number of meetings. Detailed notes were taken during each focus group meeting. These detailed notes were summarized into action items. The recommendations of these meetings were combined with recommendations from the Steering Committee to provide the action items that are included after each goal in the pages that follow.

The action items are not intended to be prioritized or to be implemented in any order. Instead they are intended to be a list of activities that different groups in the neighborhood might undertake in pursuit of the stated goals. The action items are intended to be inclusive of varying interests. Circumstances, resident commitment, available funding and community support will likely determine priority and sequence.

I. NEIGHBORHOOD PARTICIPATION

Recognize the primary importance of involving all interested residents, businesses, property owners, and public and private institutions in the decisions and actions that will affect the future of the Dunbar/Spring Neighborhood. Promote actions and assemble resources that will encourage communication, personal contact, and access to information.

ACTION ITEMS

1. Designate a **neighborhood meeting place** for neighborhood association meetings.
2. Continue participating in the development of the **Dunbar Project** and study its potential as a home for neighborhood activity.
3. Promote and maintain **neighborhood outreach programs** such as:
 - a neighborhood newsletter
 - a phone line and answering machine at the Tucson Urban League
 - a volunteer service of neighborhood residents
 - an escort service for neighborhood elderly and others
4. Survey the neighborhood residents and develop a **neighborhood directory** to list residents' skills, abilities, and interests.
5. Instill **neighborhood pride** and develop neighborhood relationships through get-togethers (Sunday softball games/picnics), block parties, potluck dinners, and clean-up days.
6. **Continue working with the Tucson Urban League** as a resource for neighborhood organizing and neighborhood outreach.

II. SECURITY

Restore the health of the neighborhood by dramatically reducing crime and vandalism. Identify and eliminate those conditions that allow crime to flourish.

ACTION ITEMS

1. Use the resident skills, interests, and abilities listed in the **neighborhood directory** to assist with neighborhood security concerns.
2. **Utilize existing programs and create new ones** to watch over the neighborhood, improve security, and involve residents in policing Dunbar/Spring. Programs can include:
 - Neighborhood Watch programs
 - anti-graffiti and anti-gang efforts
 - "Safe-By-Design"
 - Triad
 - "Adopt-a-wash"
 - Community policing
3. **Improve Tucson Police Department presence** in Dunbar/Spring by:
 - having TPD report crimes to the Dunbar/Spring Neighborhood Association
 - identify a liaison between TPD and Dunbar/Spring
 - locate space within the neighborhood for a police officer to work.
4. Develop a neighborhood strategy to **maintain surveillance** on empty buildings and lots.
5. **Foster neighbor-to-neighbor contact** by acknowledging people on the streets of the neighborhood.
6. Develop a list of the **top ten crime-encouraging environments** in the neighborhood. Work with TPD, owners, and neighbors to eliminate the conditions.
7. Improve the feeling of security for elderly residents by:
 - contacting TPD to increase their presence in the neighborhood
 - creating a citizen nightwatch or patrol
 - working with the Salvation Army
 - retrofitting homes of the elderly to check for security
 - Contacting Triad (Joe Cataldo) about their work with the sheriff's office and TPD.

III. YOUTH

Empower youth by connecting them to the community life of the Dunbar/Spring Neighborhood. Work directly with youth to create safe, interesting opportunities and positive choices for education, recreation, work, skills, and fun.

ACTION ITEMS

1. Create a **community center** for youth meetings, classes, tutoring, job training, and arts.
2. Promote **youth involvement** in neighborhood activities. Activities might include:
 - a neighborhood haunted house
 - a block party
 - team sports
 - gardening
 - art projects
3. Develop **programs and events** such as :
 - building a skateboard ramp
 - group and individual art projects
 - neighborhood clean-up days
 - a community garden
 - bicycle repair program
 - summer jobs to involve and motivate Dunbar/Spring youth
4. **Repair or replace basketball courts** at the Dunbar School.
5. **Contact established youth groups** and other organizations to develop activities with Dunbar/Spring youth. These organizations could include, among others:
 - Explorers
 - Boy Scouts
 - Girl Scouts
 - "Teens with a Voice"
 - University of Arizona groups such as Pacesetters, fraternities, and sororities
6. Develop a **youth component of the Dunbar/Spring Neighborhood Association.**
7. Include **neighborhood youth mural projects** as a part of the DLUCS proposal.
8. **Pair adults with certain skills and interests with youths** with similar interests.

IV. ELDERLY

Respect the knowledge, experience, and skills of the elders of the neighborhood and eliminate the barriers (fear, physical limitations, isolation, lack of information) that diminish their quality of life.

ACTION ITEMS

1. **Survey the elderly** to determine their needs, concerns, and skills.
2. Devote a section of the **neighborhood directory** to the elderly. Include results of the survey as well as programs available throughout the City of Tucson for senior citizens.
3. Develop **outreach programs** to assist with housing maintenance and transportation and offer recreational opportunities to the elderly within Dunbar/Spring. Programs could include a weekly van to pick-up and return senior citizens for shopping, visiting, social services, and health errands.
4. Utilize the **neighborhood newsletter** to keep the elderly informed of accessible services in and around the neighborhood.
5. Stress the goal of **improved security** to allow the elderly to feel safe and move about in the neighborhood. Have the "Safe-by-Design" Tucson Police Department team do a safety check in homes of the elderly.
6. **Keep in contact with the City of Tucson** about developments for new modes of transportation now that VanTran's eligibility is more stringent.
7. Develop an **intergenerational story program** where elders share neighborhood and personal histories with young children and other residents.
8. **Create social activities** such as an intergenerational walking club.
9. Work with City of Tucson Department of Transportation to **add painted crosswalks** on Stone Avenue at 1st, 3rd, and 5th Streets for access to the park and bank.

V. EDUCATION

Integrate quality education for children back into the life of the neighborhood.

ACTION ITEMS

1. Start a **dialogue with TUSD** to search for ways to bring neighborhood students closer to each other and back into the neighborhood.
 - promote meetings with Dunbar/Spring Blenman and Davis parents to discuss their special concerns
 - promote Blenman and Davis activities in the Dunbar/Spring neighborhood
 - contact the PTA from the various schools attended by Dunbar/Spring children about holding PTA meetings within Dunbar/Spring

2. Utilize the **neighborhood directory** to identify teaching resources within the neighborhood.

3. Utilize the **Dunbar Project** as an educational center for after school tutoring programs, educational field trips, and a permanent spot for a Dunbar/Spring neighborhood history display.

4. Develop **outreach programs** such as daycare and an activity bus for student extracurricular activities.

5. Bolster **parental involvement in education** by asking parents to ride the bus with their children to school and start an active parent support agency.

VI. HUMAN SERVICES

Insure that residents are fully informed of the type and location of available human services. Assist those with limited mobility to gain access to these services.

ACTION ITEMS

1. Contact Information and Referral about developing a **guidebook to services** available for Dunbar/Spring neighborhood residents.
2. **Organize transportation** to and from some of the 12 meal programs available throughout the City of Tucson. Contact Primavera and the City of Tucson about the use of their bus to save on insurance.
3. Utilize the **potential labor force at the Salvation Army** for projects such as neighborhood clean-ups. Use such joint projects as a means to open communication between Dunbar/Spring and the Salvation Army. Establish a community garden with the Salvation Army.
4. Work with **Salvation Army and Holy Family Church** to coordinate closing times in order to eliminate homeless being turned away and wandering Dunbar/Spring streets at night.
5. Create a **team of Dunbar/Spring residents** to serve as information resources for other residents. This team could be trained by Information and Referral.
6. **Utilize social workers** from Pima Council on Aging (PCOA). They will come to homebound individuals or work with groups at PCOA.
7. **Work with area churches** and other institutions to coordinate services and open lines of communication.

VII. RECREATION

Provide new, safe, interesting recreational opportunities between Main and Stone for Dunbar/Spring residents of all ages, but especially for youth. Facilitate access and improve usability and facilities east of Stone and west of Main.

ACTION ITEMS

1. Continue working closely with the **Dunbar Coalition** to develop long term recreational opportunities at the Dunbar Project such as a small park, a playground, and space for classes and workshops as well as short term activities such as using a corner of the Dunbar site to start a project immediately.
2. Start a discussion with **Parks and Recreation Department** about opportunities to improve the conditions and amenities offered in De Anza and Estevan Park (e.g., bathroom facilities and picnic tables). **Network with Barrio Anita** concerning Estevan Park. Involve neighborhood children in the design and creation of parks.
3. Take **ownership of neighborhood parks**. Involve all neighborhood residents in working with the Tucson Police Department to increase patrols and establishing guidelines for transients about acceptable conduct in the neighborhood.
4. **Contact transportation officials** about finding ways to improve safety and convenience in crossing arterial roads on the edges of the neighborhood, especially Stone and Main Avenues to DeAnza and Estevan Park.
5. Explore sites in the neighborhood for **new parks**.

VIII. HOUSING

Encourage low cost, energy efficient housing consistent with existing neighborhood single family residential patterns and densities, while ensuring neighborhood involvement in the process. Facilitate housing rehabilitation with financial, technical, cost reduction, and energy conservation assistance for residents in the neighborhood.

ACTION ITEMS

1. Develop a **grants and services directory** to steer residents to existing programs.
2. **Utilize or create programs** such as waiving sewer fees, *Christmas in April*, Habitat for Humanity, HUD's 203K program, Home ownership programs, City of Tucson's Casa de Nuevo program, and mortgage projects based on Fannie Mae to increase infill development, lower utility costs, and create more housing in the neighborhood.
3. Use the **neighborhood directory** to identify residents with construction skills and interest in housing rehabilitation.
4. Provide **information as technical assistance to residents** about energy saving, alternative housing designs, sustainable landscaping and designs, self-help and mutual help construction methods, and straw bale construction.
5. Develop voluntary **new housing design guidelines** to encourage densities and patterns consistent with existing housing.
6. Explore mechanisms to **discourage any increase in housing density**. Explore zoning changes and/or deed restrictions as a means of implementing down-zoning.
7. **Contact landlords directly** to determine workable mechanisms for improving housing conditions without increasing rent.
8. Create a **partnership with the City of Tucson, landlords, and builders** to improve or construct new properties in conjunction with rental reduction programs (available through the City, Fall 1995) and HOME funds (RFP through the City of Tucson).
9. Establish dialogue with the City of Tucson to facilitate **owner-builder projects**.

IX. BUSINESS AND JOB DEVELOPMENT

Encourage business development, primarily on the perimeter of the neighborhood, that generates potential jobs for neighborhood residents, does not have a negative impact on residential areas, increases the attractive appearance, and provides goods and services of use to the neighborhood.

ACTION ITEMS

1. Include within the **neighborhood directory** a list of businesses in the neighborhood and a list of businesses residents would like to attract.
2. Develop a **marketing plan** that defines what the neighborhood is, what it is looking for, and what the neighborhood has to offer.
3. Create an **inventory of lots** regarding their current zoning, appraised cost, current owner, willingness of current owner to sell, and itemized obstacles for start-up.
4. Approach the **real estate community** with the marketing plan and vacant lot inventory.
5. Work closely with the selected realty planning consultant for Downtown Pima College campus to integrate their planning with Dunbar/Spring planning goals. **Survey** Pima Community College students and neighborhood residents to determine what businesses they would like to see in the neighborhood or near campus. Their answers will help guide Dunbar/Spring's marketing plan.
6. **Contact academic departments** to assist in marketing plan development and survey of Pima Community College students. Departments could include the University of Arizona Business College or the Pima Community College Marketing Department.
7. **Contact groups and organizations** to help begin the process. Groups can include Arizona Multibank, Barry Weisband, and the Greater Tucson Economic Council.
8. Form a **business association** of neighborhood businesses.

X. HISTORICAL VALUES AND QUALITIES

Understand and respect the unique legacy of the Dunbar/Spring neighborhood by protecting and preserving the historic diversity of its people, its culture, urban form, and architecture. Use history as a means to unite rather than divide the residents of the neighborhood.

ACTION ITEMS

1. In all efforts to respect and improve the historic qualities of Dunbar/Spring, ensure that **low income residents are protected** from rent increases, property tax increases, gentrification, and evictions.
2. **Start an improvement district and/or development corporation.** Registered homes with the City could be given a 50% tax break on property taxes for 30 years. Money saved from the tax reduction could be kept by the County Assessor's Office to be used to float a bond package. This package could be administered by the development corporation, overseen by the Dunbar Spring Neighborhood Association for improvements to homes, streets, and parks in the neighborhood.
3. Contact the City Planning Department about a **program** for tax breaks when investing in rental units.
4. Produce a carefully worded mailing to inform the residents of the **Federal Historic District Tax Reduction Program**. The mailing should highlight what restrictions exist and alleviate residents' fears about the program.
5. Compile an **inventory of people, services, and supplies** pertaining to historic preservation and include it in the neighborhood directory.
6. **Compile a "program" or "guidelines"** that make suggestions as to how development should occur in the neighborhood and maintain or improve the historic quality of Dunbar/Spring.
7. Expand the Dunbar/Spring **marketing plan** to include promoting the historic aspects of the community and the diversity of its people and the neighborhood's desire to improve upon these.
8. **File an amendment with the National Historic Register** to officially change the name of the neighborhood from "Spring" to "Dunbar/Spring."

9. Create a **neighborhood festival** ("Dunbar/Spring Days") to promote the neighborhood, organize tours of neighborhood historic locations , and offer an opportunity to learn about the social and historical aspects of Dunbar/Spring.

XI. ENVIRONMENTAL

Accurately determine, from neutral/objective sources, the potential threat to the neighborhood from environmental factors such as TCE contamination in the water, electromagnetic fields from TEP, Southern Pacific Railroad, stormwater run-off, and noise and air pollution from Aviation modifications. Increase native vegetation in the neighborhood.

ACTION ITEMS

1. Research the conditions and health hazards posed by electromagnetic fields and support a dialogue with Tucson Electric Power Company searching for ways to mitigate these impacts.
2. Contact the Southwest Center for Environmental Health Studies for available funding for community studies.
3. Contact the Permaculture Drylands Institute and Women for Sustainable Technology.

Noise Related Items

1. Participate in the Aviation Parkway/DLUCS II plan and discuss with officials ways to minimize environmental impact on the neighborhood including the installation of sound and noise barriers from both the DLUCS project and I-10.
2. Continue to push for noise abatement (i.e. walls) around the substation north of TEP's main building.
3. Utilize mediation to work out neighbor-to-neighbor noise problems.

TCE-Related Items

1. Continue the dialogue with southside Tucson neighborhoods about their experience with the TCE issue.
2. Contact Tucsonans for a Clean Environment (TCE) about what they have learned and their current activities regarding TCE issues.
3. Contact the El Pueblo Clinic for more information about TCE contamination.

Water-Related Items

1. **Gather more information** from a neutral source on TCE, CAP, and the quality of the water distributed to the neighborhood to develop an efficient plan and strategy.
2. Contact various groups (Pima County Health Department, Arizona Department of Environmental Quality, Tucson Water, EPA, Bruce Johnson in the Hydrology Unit at Tucson Water, and citizen monitoring) to **obtain hard data on water quality**.
3. Find a representative of Dunbar/Spring who would be willing to **join the citizen monitoring group** that monitors Tucson Water's wells.
4. **Use creative techniques** such as rainwater harvesting and cisterns, and easing grey water codes and restrictions to minimize ground water use and swales to decrease the need for irrigation.
5. **Request the sampling of water in Dunbar/Spring** about 3 times each year.
6. **Contact the EPA about their Technical Assistance Grants (TAG)**. A neighborhood can hire their own consultant to do the analysis and the grants can be up to \$50,000 for 3 years.

Vegetation-Related Items

1. **Contact organizations** like the Tucson Botanical Gardens, Casa del Agua, Arizona Native Plants Society, and Trees for Tucson for information and help in increasing the amount of native plants in the neighborhood and efficient processes for watering, water harvesting, and recycling.
2. Obtain inexpensive trees through Desert Survivors (as low as \$6.00/tree).
3. **Utilize Tucson Electric Power and Southwest Gas** as partners in street tree planting programs.
4. **Employ new ideas** to slow traffic and promote water retention such as plant islands at intersections.
5. **Promote the concept** of a 1st Street Greenbelt. Develop a project to solve the flooding problems along 1st Street and Stone Avenue and Main,

by developing an urban riparian watercourse east-west through Dunbar/Spring. Use this to promote more green space in the neighborhood and make safe crossing to De Anza and Estevan Park. Work with Barrio Anita to develop a green belt.

6. Organize a neighborhood-wide tree planting party. Designate spots for tree planting, sign contracts with individual homeowners, and plant native trees such as Ironwood, sweet acacia, white acacia, catclaw acacia, blue palo verde, palo brea, canyon hackberry, and ash.

7. Form a neighborhood garden club.

XII. VACANT LAND AND BUILDINGS

Encourage reinvestment in the neighborhood by the appropriate development of vacant residential and commercial property. Encourage housing consistent with the existing character and density of the neighborhood. Encourage business development consistent with the other goals . Focus on key vacant buildings and sites in the neighborhood such as Sahara Hotel and the Dunbar School.

ACTION ITEMS

1. Look for positive alternatives for the development of vacant properties including the **redevelopment of the Sahara Hotel** to its original condition and use or insist that the City of Tucson acquire and **tear down the Sahara Hotel**, as an "attractive nuisance." Ensure a neighborhood voice in the future development of the site by developing a City of Tucson-Dunbar/Spring Neighborhood-private developer triangle development partnership.
2. Ensure that **residents have a say** in new development and its compatibility with existing use and densities.
3. **Identify vacant lot owners** in the neighborhood and discourage storage/dumping on the property. Work with owners to develop neighborhood-friendly temporary uses for vacant lots.
4. Utilize the Dunbar/Spring marketing plan and inventory of vacant lots to **attract desired businesses** to develop vacant sites.
5. **Acquire vacant lots** for neighborhood use or redevelopment. Work with non-profit housing developers for creative solutions to cover costs or differences in capital with CDBG funds, Federal Home loans, county land trusts, and fund raising.
6. **Update the status** of vacant property in the monthly newsletter.

XIII. RELATIONSHIP BETWEEN AREA SOCIAL SERVICE INSTITUTIONS AND THE NEIGHBORHOOD

Establish relationships of open communication, cooperation, and respect with social service institutions. Use these relationships to address the concerns of the Dunbar/Spring neighborhood.

ACTION ITEMS

1. **Deepen the already strong relationship** between the Tucson Urban League and the Dunbar/Spring Neighborhood Association.
2. **Discuss with Salvation Army ways to minimize the negative impact** of their services in the neighborhood. Look for ways that the Salvation Army and the Dunbar/Spring Neighborhood can work together to address some of the neighborhood concerns such as substance abuse therapy, assistance to the elderly, etc.
3. **Establish a dialogue** between St. Elizabeth of Hungary Clinic and the Dunbar/Spring Neighborhood Association.
4. **Explore the issue of the half mile stress radius** regarding shelter care uses and homeless services.

XIV. RELATIONSHIP BETWEEN AREA INSTITUTIONS/BUSINESSES AND THE NEIGHBORHOOD

Maximize the value of Dunbar/Spring's location by promoting interaction and joint projects with the neighboring institutions. Utilize the resources and skills that these institutions and businesses possess for the mutual benefit of all.

ACTION ITEMS

- 1. Work with the Tucson Urban League to assist in the creation of a Dunbar/Spring Business Association. Establish a permanent dialogue between the Business Association and the Neighborhood Association.**
- 2. Enlist the assistance of Tucson Electric Power Company in all neighborhood activities. Propose an annual grant from TEP to the neighborhood Association to foster joint projects.**
- 3. Work closely with the Dunbar Coalition to ensure that the development of the Dunbar Project provides a focus for neighborhood activity.**
- 4. Work closely with neighborhood churches and their congregations to develop joint projects and activities.**

XV. FUNCTION AND CHARACTER OF NEIGHBORHOOD EDGES

Encourage the development or redevelopment of the property on the edges of the neighborhood in such a way that dignifies and defines the boundaries of Dunbar/Spring, provides neighborhood-friendly businesses, and respects the safety, security, and local character of the residential area.

ACTION ITEMS

1. Include within the **neighborhood directory** a list of businesses and owners in the neighborhood and a list of businesses residents would like to attract.
2. Develop a **marketing plan** that defines what the neighborhood is, what it is looking for, and what the neighborhood has to offer. Define a vision of the neighborhood and support it with images. Encourage the development of small, neighborhood-friendly businesses.
3. Create an **inventory of lots** on the periphery of the neighborhood including their current zoning, appraised cost, current owner, willingness of current owner to sell, and itemized obstacles for start-up.
4. Approach the **real estate community** with the marketing plan and vacant lot inventory.
5. **Work with** the University College of Architecture to develop a physical urban design plan for the neighborhood edges.
6. **Work with the City of Tucson Department of Transportation** to remove the uncertainty from the future of the Stone Avenue right-of-way.
7. **Work with the Tucson Police Department** to enforce the speed limits in and around the neighborhood.

XVI. TRANSPORTATION

Ensure that the Dunbar/Spring neighborhood has a major role in the planning process and the final proposal for the Maclovio Barraza Aviation Parkway/DLUCS II. Promote neighborhood-friendly transportation.

ACTION ITEMS

1. Create a **committee of neighborhood residents** to follow the DLUCS process, voice neighborhood concerns, and ensure that the neighborhood does not become physically isolated.
2. **Coordinate the implementation of DLUCS with Tucson Electric Power Company** to improve the landscaping in their west parking lot and neighboring vacant land.
3. Propose that the City of Tucson **conduct a study to determine the impact of DLUCS construction** along Stone Avenue, from Downtown to Drachman Street. Determine which side of Stone Avenue would be affected by the widening. Determine the impact to current and future properties along Stone and throughout the neighborhood
4. **Work with other neighborhood associations** on the Aviation Parkway issues and coordinate the uses of the streets.
5. Explore **improved connections among existing bikepaths**. Expand bikepaths within the neighborhood.
6. **Slow traffic through the neighborhood** by utilizing islands at intersections, one-way streets, and/or speed bumps.
7. Develop a **Traffic Flow Committee** of the neighborhood to work with the City of Tucson Department of Transportation.
8. **Install pedestrian/bicycle crossing signals** along Stone, Main and Speedway.

XVII. DUNBAR PROJECT OPPORTUNITIES

Fully engage the Dunbar/Spring Neighborhood, as co-owner, in all decisions and processes concerning the Dunbar School project. Maximize the potential of the Dunbar Project as a center of activity for the neighborhood.

ACTION ITEMS

1. **Make the Dunbar Project the physical center of community activities in Dunbar/Spring.**
2. **Maintain the communication between the Dunbar Coalition and the Dunbar/Spring Neighborhood Association to ensure that the Dunbar Project meets neighborhood needs.**
3. **Actively support the Dunbar Project rezoning application and project fundraising.**

Aviation Parkway

APPENDIX I



*Update on
Aviation Parkway in Downtown Tucson
September 8, 1994*

Design Concept Approval

The Mayor and Council of the City of Tucson considered the Design Concept for the Downtown segment of Aviation Parkway in May 1993. The Design Concept is described in the DLUCS II Final Update, dated December 1992. The following motion was passed by a vote of 7 to 0.

1. Approve the DLUCS II Design Concept Report.
2. Forward the DLUCS II Design Concept Report to the PAG Regional Council and the Arizona Department of Transportation for consideration and approval.
3. Authorize continuing efforts to define right-of-way requirements and the disposition of excess right-of-way. Direct staff to retain the current Consultant to develop final right-of-way plans and further explore and mitigate access problems encountered during Phase II.
4. Direct staff to continue pursuing all funding options.
5. Direct staff to develop and implement a new process to assure that neighborhood association presidents, as well as their representative on the CAC, are aware of project issues and progress.

The Design Concept was subsequently approved by the Pima Association of Governments (PAG) Regional Council.

Current Activities

Since mid-1993, the Tucson Department of Transportation has achieved significant progress in defining right-of-way requirements for the downtown segment of Aviation Parkway. Field surveys and research have been completed to locate existing public rights-of-way. This information will allow for the identification of both right-of-way needs and excess right-of-way, leading to final right-of-way plans for Aviation Parkway between Broadway Boulevard and Sixth Street/St. Mary's Road.

Beginning in October 1994, the Tucson Department of Transportation will initiate a number of studies and activities to continue the roadway development process. Among the activities will be the initiation of a public involvement program that will reconvene the DLUCS Citizen Advisory Committee. Newsletters will be distributed and public meetings will be conducted to inform the public of plans and proposals. Traffic circulation and access studies will be conducted in conjunction with neighborhoods adjacent to the future Aviation Parkway to develop plans to minimize through traffic, protect pedestrians and bicyclists, and maintain access to residences and businesses. Other activities include investigations on impacts of other study efforts in downtown Tucson on Aviation Parkway, the refinement of Aviation Parkway construction staging concepts, assess the impacts of ISTEAM mandates on the DLUCS roadway development process, and continue right-of-way plan development.

DLUCS II Update

August 4, 1993

The Mayor and Council of the City of Tucson conducted a public hearing on the Downtown Land Use and Circulation Study, Phase II (DLUCS II) Design Concept on May 24, 1993. The Design Concept is described in the DLUCS II Final Update, dated December 1992. The following motion was passed by a vote of 7 to 0.

1. Approve the DLUCS II Design Concept Report.
2. Forward the DLUCS II Design Concept Report to the PAG Regional Council and the Arizona Department of Transportation for consideration and approval.
3. Authorize continuing efforts to define right-of-way requirements and the disposition of excess right-of-way. Direct staff to retain the current Consultant to develop final right-of-way plans and further explore and mitigate access problems encountered during Phase II.
4. Direct staff to continue pursuing all funding options.
5. Direct staff to develop and implement a new process to assure that neighborhood association presidents, as well as their representative on the CAC, are aware of project issues and progress.

Pursuant to item 2 of the motion, the City is forwarding the Design Concept for consideration and approval by the Pima Association of Governments (PAG).

Issues

The motion that was passed on May 24, 1993, represents a renewal of the unanimous support expressed in DLUCS I (in 1990) by the City, the PAG Transportation Planning Committee, and the PAG Regional Council.

Along with the approval of the DLUCS II Design Concept, Mayor and Council requested that a number of issues be addressed as part of future planning and design. Principal among these issues are neighborhood character and quality of life.

Historical neighborhood resources should be protected and enhanced through buffering, infill, and zoning protections. Traffic circulation and access problems should be proactively identified and mitigated within affected neighborhood areas to minimize through traffic, protect pedestrians and bicyclists, and maintain access to residences and businesses. Special emphasis should be placed on travel between neighborhood areas and schools.

Other significant issues include citizen participation in the DLUCS II process and aesthetics. Neighborhood representation on the Citizen Advisory Committee and procedures for public notification of DLUCS meetings are currently being reviewed and improved as a result of this issue. Aesthetics will be a critically important evaluation criteria in the design of roadway, landscape, and structural elements.

Of particular interest to PAG is the issue of traffic capacity on Sixth Street, east of Granada Avenue. Mayor and Council have clearly stated their intent to maintain consistency with the number of lanes recommended in DLUCS I. Mayor and Council have been advised by staff that, if traffic growth occurs as predicted by current traffic forecasts, premature traffic congestion along Sixth Street will likely occur. However, consideration is being given by the City to deemphasize Sixth Street as a significant east-west traffic corridor. In September 1993, Mayor and Council will consider removal of reversible lane operation on Sixth Street during commute periods. Discussions are also being held on the possibility of reducing the number of traffic lanes on Sixth Street in the future. If either of these changes occur, traffic congestion problems on Sixth Street may not materialize. If traffic congestion on Sixth Street becomes an issue in the future, the City staff will work closely with community representatives to achieve a mutually acceptable solution.

Action By PAG

The PAG Regional Council, through the PAG Transportation Planning Committee is being asked to join the City of Tucson in its support of the DLUCS II. This support clearly accepts the DLUCS II Design Concept as the preferred alternative to the "Freeway Alternative" and provides the clear direction necessary to pursue final design, right-of-way, and construction plans for this vital link of the Aviation Parkway Corridor.

PROJECT BACKGROUND

The purpose of DLUCS II is to determine construction feasibility and design requirements for the alternative to the "last mile" of Aviation Parkway which connects the termination of Aviation Parkway (at Broadway Boulevard) with the 6th Street-Granada Avenue intersection. This alignment, referred to as the Stevens-Toole alignment, was part of a transportation vision for downtown Tucson to improve circulation, strengthen the pedestrian environment, and attract, orient, and welcome people to downtown. The alignment was approved by Mayor and Council and by the Pima Association of Governments in 1990.

PROJECT APPROACH

The DLUCS II design concept resulted from a cooperative effort involving the City of Tucson, the Citizen Advisory Committee (CAC), and the Consultant Project Team to develop a feasible roadway design which meets the functional requirements established in the earlier DLUCS. The CAC actively participated in the evaluation of design issues and in the recommendation of concepts. Citizen input was actively solicited and evaluated throughout the project.

DESIGN CONCEPT OVERVIEW

The DLUCS II design concept consists of roadway and transportation improvements, urban design elements, public art, and drainage improvements. The estimated cost of design concept construction and right-of-way acquisition is \$91 million.

Roadway Features

The Stevens-Toole roadway is a 4-lane, low-speed urban roadway with likely posted speeds of 30 miles per hour. The roadway will be at or below the current railroad track level with no elevated roadway sections. The new roadway will function as a distributor of traffic to and from the downtown and will have bike lane provisions, sidewalks, and urban design and public art amenities. Access to and from the downtown area will be provided by new or reconstructed underpasses on Broadway Boulevard, 4th Avenue, 6th Avenue, Stone Avenue, 6th Street, and Church Avenue. All crossroads and underpasses will have improved geometries to allow for cars, trucks, buses, pedestrians, and bicycles.

Urban Design and Public Art

Urban design and public art concepts will strengthen the pedestrian environment; improve circulation and linkages; attract, orient, and welcome visitors; enhance area economic viability; and create opportunities for public art. Safety, security, and maintainability are important urban design features. Urban design elements include gateways, neighborhood buffers, streetscape treatments, and amenities for pedestrians, bicyclists,

and public art patrons. Concentrated multiuse infill, open space, and parking at gateway arrival points will provide a clear sense of arrival into downtown, foster commercial activity, and draw residents from local neighborhoods into the downtown area.

Bicycle and Pedestrian Facilities

Bike lanes and sidewalks will be provided on Stevens-Toole as well as on all crossing roadways. In addition, a separate bike and pedestrian path will extend along Stevens-Toole to provide access to, from, and through the downtown area.



Existing view, 4th Avenue at Congress Street, looking northeast.



Proposed view, 4th Avenue at Congress Street, looking northeast.

Drainage Improvements

The design concept includes a new roadway drainage system and major reconstruction of the Tucson Arroyo. The drainage system for the railroad underpasses will be designed to provide all-weather access during severe storms. A dedicated conveyance system will drain the roadways and underpasses directly into the Santa Cruz River without reliance on the Tucson Arroyo.

BARRIO ANITA

DAVIS SCHOOL

5TH STREET

New Railroad Structure

SPRING/DUNBAR

ST. MARY'S INDUSTRIAL

INTERSTATE 10

DESCRIPTION OF THE ROADWAY

The design concept for the Stevens-Toole alignment follows the alignment established in DLUCS I. Beginning at the Broadway interchange with Aviation Parkway, the 4-lane roadway follows the current Stevens Avenue alignment, parallel to and north of the SPRR. The new roadway crosses over 4th Avenue at the approximate elevation of the railroad. After crossing over 4th Avenue, the alignment begins a downgrade and crosses under the SPRR and intersects with 6th Avenue beneath a reconstructed 6th Avenue railroad structure. West of 6th Avenue, the roadway begins an upgrade and follows the existing Toole Avenue alignment to an at-grade intersection with Stone Avenue. From this point, the new alignment follows the Franklin Street alignment and intersects at-grade with the realigned Church Avenue. The new alignment intersects with 6th Street and proceeds to the west to the intersection of St. Mary's Road and Granada Avenue. West of Granada Avenue, St. Mary's Road widens to six lanes and crosses under Interstate 10.

The design concept requires the demolition and reconstruction of two railroad underpass structures at 6th Avenue and Stone Avenue. The existing 4th Avenue underpass will be rehabilitated and dedicated for use by bicycles and pedestrians. A new 4th Avenue underpass will be constructed for vehicles, buses, and the historic trolley. New railroad underpass structures are also proposed for 6th Street and the realigned Church Avenue.

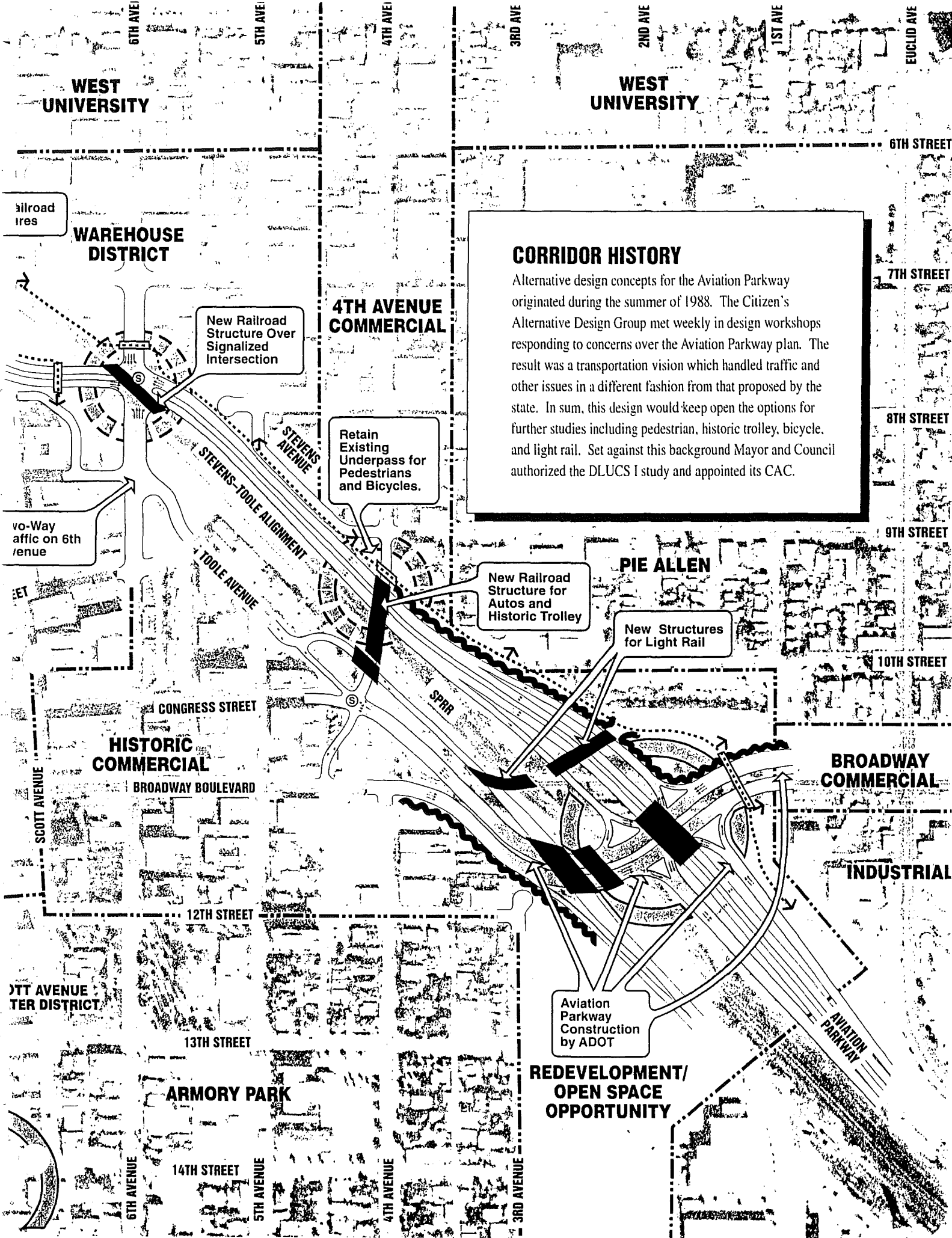


Church and Stone Avenues Will Be One-Way Pair

LEGEND



- Major Gateway
- Minor Gateway
- Neighborhood Buffer
- Character Zone Boundary
- Transportation Feature
- Traffic Lanes
- Signalized Intersection
- Bicycle and Pedestrian Crossing and Path



WEST UNIVERSITY

WEST UNIVERSITY

WAREHOUSE DISTRICT

4TH AVENUE COMMERCIAL

HISTORIC COMMERCIAL

PIE ALLEN

BROADWAY COMMERCIAL

INDUSTRIAL

ARMORY PARK

**REDEVELOPMENT/
OPEN SPACE
OPPORTUNITY**

CORRIDOR HISTORY

Alternative design concepts for the Aviation Parkway originated during the summer of 1988. The Citizen's Alternative Design Group met weekly in design workshops responding to concerns over the Aviation Parkway plan. The result was a transportation vision which handled traffic and other issues in a different fashion from that proposed by the state. In sum, this design would keep open the options for further studies including pedestrian, historic trolley, bicycle, and light rail. Set against this background Mayor and Council authorized the DLUCS I study and appointed its CAC.

New Railroad Structure Over Signalized Intersection

Retain Existing Underpass for Pedestrians and Bicycles.

New Railroad Structure for Autos and Historic Trolley

New Structures for Light Rail

Aviation Parkway Construction by ADOT

Railroad lines

Two-Way traffic on 6th Avenue

OTT AVENUE INTER DISTRICT

6TH AVENUE
5TH AVENUE
4TH AVENUE
3RD AVENUE

6TH AVE
5TH AVE
4TH AVE
3RD AVE
2ND AVE
1ST AVE
EUCLID AVE

6TH STREET

7TH STREET

8TH STREET

9TH STREET

10TH STREET

CONGRESS STREET

BROADWAY BOULEVARD

12TH STREET

13TH STREET

14TH STREET

STEVENS-TOOLE ALIGNMENT
STEVENS AVENUE
TOOLE AVENUE

SPRR

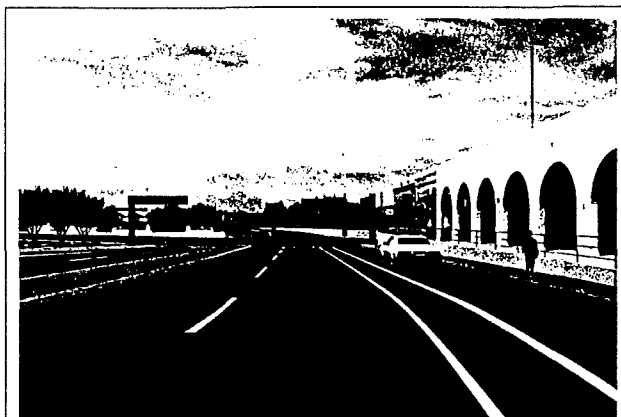
AVIATION PARKWAY

IMPACT AVOIDANCE AND MITIGATION

The construction of the new roadway facility will affect (both directly and indirectly) standing structures and properties, cultural/historic resources, access, and traffic circulation. The DLUCS II



Existing view, Toole Avenue at 7th Avenue, looking northwest.



Proposed view, Toole Avenue at 7th Avenue, looking northwest.

team has recognized the uniqueness and significance of the areas through which the roadway alignment is to be constructed and has attempted to avoid or minimize impacts. Direct impacts to significant cultural resources have been avoided, including the Southern Pacific train depot, the Coronado Hotel, the Steinfeld warehouse, buildings along Congress Street west of 4th Avenue, and warehouses north of Toole Avenue. Additional precautions will be taken to ensure that construction activities will not adversely affect nearby structures and business activities. Where impacts are unavoidable, efforts have been made to develop and evaluate avoidance alternatives and to consider trade-offs between the resource significance and the requirements of safe design and traffic circulation needs. The impacts produced by the current design concept are considered to be minimized to the extent possible.

In the original "last mile" of Aviation, 38 buildings were scheduled for demolition. Ten residences, including three residences within the historic El Presidio neighborhood and two residences adjacent to El Presidio, were to be demolished or relocated. In addition, the last mile alignment impacted the Steinfeld warehouse as well as six other warehouses. The last mile took 20 additional buildings, and the three

railroad underpasses (4th Avenue, 6th Avenue, and Stone Avenue) which are listed on the National Register of Historic Places.

The current design concept will have significantly less impact. Only the 6th Avenue and Stone Avenue historic underpass structures will be demolished and reconstructed. The 4th Avenue underpass will be rehabilitated and dedicated for pedestrian and bicycle use. Fifteen buildings will be acquired and demolished by the DLUCS II design concept, none of which are listed on the National Register of Historic Places. No residences will be acquired for this design concept.

Impacts on archaeological resources, as well as air quality and noise impacts and the potential for soil contamination, are other key environmental considerations that have been addressed in the design concept.

SEQUENCE OF CONSTRUCTION

The recommended concept consists of four construction phases, preceded by a preconstruction phase. The preconstruction phase involves conducting studies to define and/or refine planning and preliminary designs, and preparing final civil engineering and construction plans for the first phase of roadway construction. The first construction phase is characterized by the major crossroad and underpass construction projects east of 6th Avenue, including 6th Avenue itself. The second construction phase involves reconstruction of 6th Street and construction of crossroads and underpasses west of 6th Avenue. Phase three of construction is Stevens-Toole roadway construction between 6th Street and 6th Avenue. The final phase constructs the remaining portion of the corridor between 6th Avenue and Broadway Boulevard. Up to 14 years may be required for construction.

PUBLIC PARTICIPATION

Public involvement has been emphasized throughout DLUCS II. The Citizen Advisory Committee and its two subcommittees conducted 25 public meetings to consider and act upon a wide range of design issues. All key issues have been resolved and are reflected in the final corridor design concept. An additional 25 meetings were conducted for over 300 individuals representing neighborhood groups, business groups, and elected officials to present preliminary concepts. On October 14, 1992, a public open house was attended by over 120 individuals to present the corridor design concept and receive public input. A public hearing will be conducted in early 1993 by the City of Tucson.



DLUCS II CAC

Gene Caywood, Chair
Jaime Gibbons, Vice Chair
Dante Archangeli
Larry Barton
John Canally
Dave Chandler
Paul Eckerstrom
Bruce Edmunds
Larry Evers
Alex Filip
Linda Haworth
Anne Lawrence
Cathy McCoskey

FOR ADDITIONAL INFORMATION:

Armando Monteverde
Tucson Department of
Transportation
791-4372

Dave Perkins
JHK & Associates
624-2306

Meetings and Interviews
APPENDIX II

INTERVIEWS AND MEETINGS ATTENDED

January 20, 1995	James W. Glock, Transportation Planning Administrator, Tucson Department of Transportation
January 23, 1995	Roger Howlett, Principal Planner, City of Tucson Planning Department
January 25, 1995	James W. Glock, Transportation Planning Administrator, Tucson Department of Transportation
February 6, 1995	Bill Ball, Transportation Department, Tucson Unified School District
February 8, 1995	Jerome Brillo, Manager, Hospitality House, The Salvation Army of Tucson
February 8, 1995	Dunbar Coalition Meeting
February 15, 1995	Dunbar/Spring Neighborhood Association Meeting
February 22, 1995	Sharon B. Foltz, Community Relations Director, Tucson Electric Power Company
February 24, 1995	Representatives of the Salvation Army
March 9, 1995	Presentation of factual data to Dunbar/Spring Neighborhood Association
March 30, 1995	Dunbar/Spring Steering Committee Meeting
April 5, 1995	Dunbar/Spring Steering Committee Meeting
April 13, 1995	Dunbar/Spring Steering Committee Meeting
May 9, 1995	Dunbar/Spring Steering Committee Meeting (Drafting of goals)
May 17, 1995	Dunbar/Spring Neighborhood Association Meeting (Presentation of video tape and approval of goals)
May 24, 1995	Dunbar/Spring Steering Committee Meeting
June-October 1995	Focus Group Meetings (See Appendix VI)
November 15, 1995	Dunbar/Spring Neighborhood Association Meeting (Final review of goals and action items)

Maps and Graphs
APPENDIX III

List of Maps

1. Dunbar/Spring neighborhood location in Greater Tucson.....	8
2. Adjacent neighborhoods	9
3. Neighborhood Boundaries	10
4. Zoning: Residential	27
5. Zoning: Business	29
6. Zoning: Industrial	31
7. Land Use: Single Family Residential	33
8. Land Use: Multi- Family Residential	34
9. Land Use: Institutional	35
10. Land Use: Industrial	36
11. Land Use: Government	37
12. Land Use: Commercial	38
13. Land Use: Parking/Vacant	39
14. Single Family Residential - Rooms per Structure	40
15. Single Family Residential - Amount Paid During Last Sale	41
16. Single Family Residential-Structure Quality Ranking	42
17. Status of Land Ownership	44
18. Land Owners Living Outside Tucson	45
19. Black-Out Map: Before 1910	47
20. Black-Out Map: 1911- 1921	48
21. Black-Out Map: 1921- 1930	49
22. Black-Out Map: 1931-1940	50
23. Black-Out Map: 1941- 1950	51
24. Black-Out Map: 1951- 1960	52
25. Black-Out Map: 1961- 1970	53
26. Black-Out Map: 1971- 1980	54
27. Black-Out Map: 1981- 1990	55

28. Historic District-National Register	61
29. Streets and Routes -Traffic Counts	67
30. Major Streets and Routes	69
31. Neighborhood Bus Routes	71
32. Neighborhood Bicycle Routes	73
33. Existing Sidewalks	75
34. Tucson Water "A Zone".....	77
35. Drainage	79
36. School Location-Elementary Schools	88
37. School Location-Middle Schools	89
38. School Location-High Schools	90

List of Graphs

1. Asian American Population	13
2. Anglo Population	13
3. Hispanic Population	14
4. African-American Population	14
5. Native American Population	15
6. Population Under 18 Years of Age	16
7. Population Over 65 Years of Age.....	16
8. Percentage High School Graduate	17
9. Female Headed Household	17
10. Percentage in Poverty.....	18
11. Unemployment.....	18
12. Median Household Income	19
13. Median Per Capita Income	19
14. Renter Occupied Housing	20
15. Housing Built before 1960	20
16. Average Rent	21
17. Average Home Value	21
18. Police Dispatched Calls to Dunbar/Spring	84
19. Police Dispatched Calls to Dunbar/Spring	84

Questionnaire
APPENDIX IV

ISSUES AND OPPORTUNITIES

Please rank the following issues and opportunities on a scale of 1 to 5 according to their importance (1 being not at all important and 5 being extremely important):

___ Neighborhood Participation and Involvement
Comments:

___ Needs of Youth
Comments:

___ Educational Opportunities for Children
Comments:

___ Access to Social and Health Services
Comments:

___ Access to Recreational Services
Comments:

___ Needs of the Elderly
Comments:

___ Security
Comments:

___ Services and Facilities
Comments:

___ Potential Impacts of Environmental Conditions (TCE, Electromagnetic field)
Comments:

___ Businesses and Job Development
Comments:

___ Improvement of Business Districts (Stone and Main Street)

Comments:

___ Function and Character of the Neighborhood Edges (Stone Ave, 6th St., Main St., RR tracks)

Comments:

___ Vacant Land and Buildings

Comments:

___ Potential of the Dunbar Project

Comments:

___ Impact of Aviation Corridor / DLUCS

Comments:

___ Housing Needs (New Construction, Rehabilitation)

Comments:

___ Historical Values and Qualities

Comments:

___ Relationship with Institutions Within the Neighborhood (Salvation Army, TEP, Business Development Resource Center, Robert Strong Early Childhood Learning Center, Dunbar Coalition)

Comments:

___ Relationship with Institutions Adjacent to the Neighborhood (Pima Community College, St. Elisabeth of Hungary Clinic, Catholic Community Service, De Anza Park, Downtown, U of A, SPRR)

Comments:

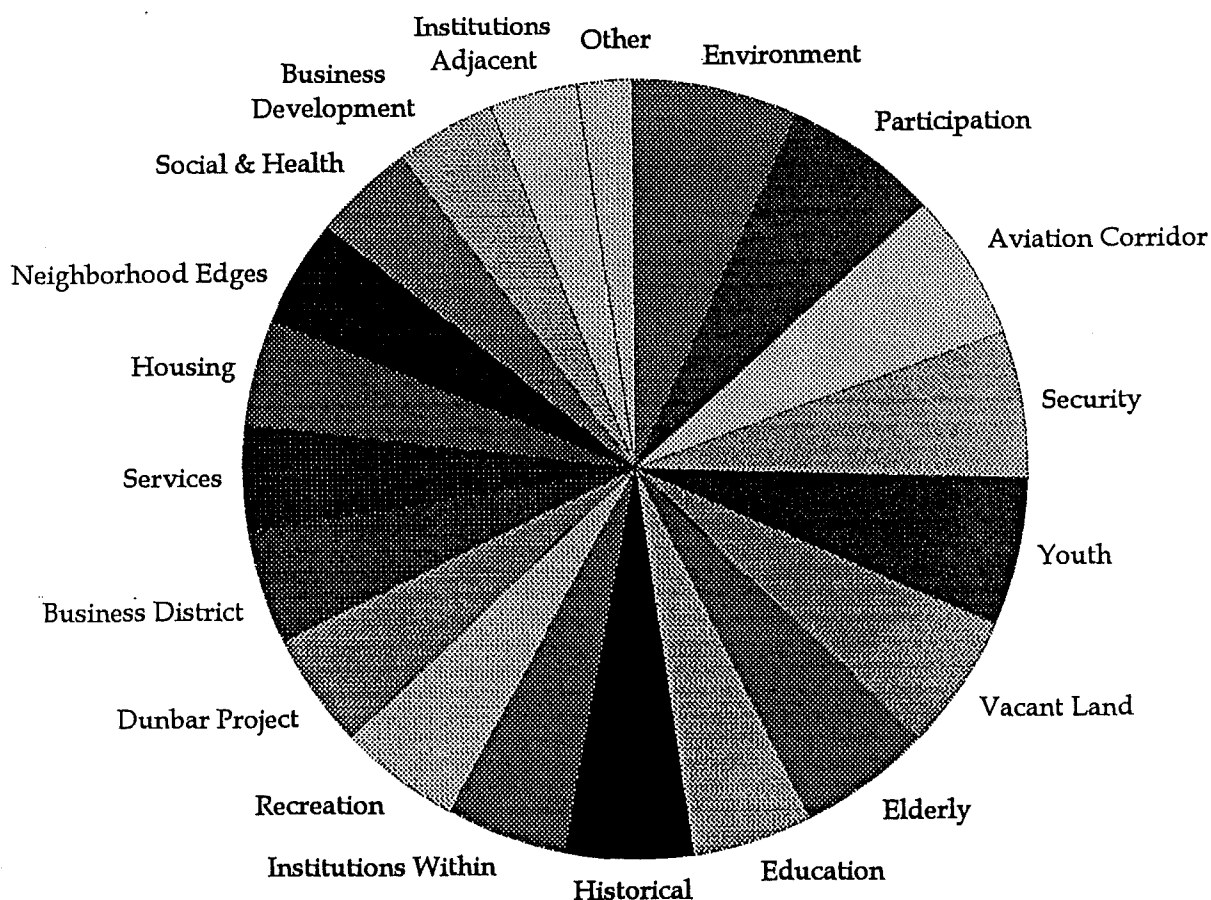
___ Other

Comments:



Questionnaire Responses
APPENDIX V

Issues and Opportunities: Priorities from Survey Responses



DUNBAR/SPRING QUESTIONNAIRE RESPONSES

ENVIRONMENTAL

Survey Responses:

- Pollution is very important, but also environmental conditions
- Include: vegetation, water run-off, air quality, light and noise pollution, etc.
- Substation and transformer correlation to childhood health; it would be nice to move it
- Railroad and TEP are serious pollutants
- TCE and the Electromagnetic field must be eliminated
- Require thorough study of R-O filter efficiency in removal of TCE
- Rebates for installing filters in homes
- Block wall sound/dust barrier for I-10/Aviation Parkway expansion
- Would like to know what is the strength of the electromagnetic field from TEP

Steering Committee Responses:

- Electromagnetic field should be addressed (3 is high by Swedish standard, this neighborhood is...)
- TEP will take measurements
- Noise and pollution from increased Aviation/DLUCS traffic
- Isolation of the neighborhood
- Work closely with road widening, keep in close contact
- Clean water and ensure it is safe
- Make a connection with South Side neighborhoods on TCE
- More vegetation in the neighborhood
- Slow down traffic
- More green belts
- Trails with vegetation--meandering sidewalks
- Naturalistic landscaping
- Rainwater harvesting
- Self cistern system
- Change traffic pattern to keep traffic out

NEIGHBORHOOD PARTICIPATION

Survey Responses:

- Meeting place
- Gang/graffiti tagging activity needs to be addressed
- Vitally important, though is doubtful, some people just won't participate
- As the neighborhood becomes involved with itself, the other problems will fall into line
- Neighborhood involvement is critical

Steering Committee Responses:

- Dunbar Project as a home for neighborhood participation
- Preserve the building because of the people--diversity of the neighborhood
- Without participation nothing will happen
- Better integration of business leadership, neighborhood leadership, and public and private institutions
- Neighborhood watch program
- Get young people active and involved in neighborhood murals and programs
- Neighborhood directory
- Newsletter
- Better communication and networking to get people involved
- More social gatherings: family to family, person to person, picnics, parties, softball
- own initiative can take the place of money--donations and initiative can create more unity and more interest

AVIATION CORRIDOR

Survey Responses:

- Noise/dust barrier
- Any incursion by the highway on the northeast side of the RR tracks will be disastrous to the neighborhood
- Must prevent Aviation Corridor from coming anywhere near the neighborhood. It is already extremely noisy in this area, and the corridor may never come to fruition
- Has a chilling effect on business because of uncertainty
- Very concerned about this--I live at the south end of neighborhood
- Concerned about the noise which will be generated as well as further division of the area from surrounding areas

Steering Committee Responses:

- Pedestrian light at University and Stone
- More information
- Get involved in DLUCS process
- Already have a major problem
- Not have Aviation increase neighborhood traffic

SECURITY

Survey Responses:

- Gang/graffiti tagging activity needs to be addressed
- Burglary in neighborhood, i.e. house at 4th and 9th broken into 4 times in last 6-8 months
- More lights
- Have less problems with transients in the neighborhood
- Get to know neighbors, no more lights
- Have had some trouble with thieves and troublemakers
- Think there are some "bad apples" in the neighborhood causing most of the problems

- No more lights--"false security" and obnoxious
- Must be addressed, but no more street lights as a "solution"
- Clean up vacant land
- Like health to the body is security to the neighborhood
- Our elderly live in fear and frequently won't take advantage of what is available because they are afraid of venturing out
- Must provide substance abuse therapy to residents
- Lighting
- Street lights should be installed throughout the neighborhood

Steering Committee Responses:

- Increase police presence-walking and biking patrols
- Community policing--have people come to the meetings
- Neighborhood participation
- Sometimes reports are ignored. Why does this happen?
- A lot of crime, outside and inside sources of crime
- Awareness of crime issues
- Vulnerable neighborhood
- Communication
- Pockets of crime--identify the hot spots and improve the physical issues
- Lighting plan? Fix existing lights. Some people prefer darkness
- Darkness attracts criminals
- Second Street at the school needs lights to see pedestrians

NEEDS OF YOUTH

Survey Responses:

- Safe place for them to play and have activities
- Gang/graffiti tagging activity needs to be addressed
- Need positive alternative, community within their own community is empowerment
- Active community center where to take classes, job training and make connections
- Lack of worthwhile activities in the neighborhood--leads to more juvenile crimes
- Combine needs of youth with other issues in the neighborhood
- Combine work and learning in a community garden--builds community, supplies food, soul feeder, teaches valuable self-imposing skills
- Activities, after school education, community involvement
- Positive choices that are image building need to be considered
- Churches would be helpful here--also with elderly. Salvation Army also
- Sidewalks can provide a safe place to play and thus create self esteem

Steering Committee Responses:

- Involve kids in neighborhood activities
- Kids are bored
- Need for a park in the interior of neighborhood
- No gathering point, no central point
- Give input into Dunbar Project

- Recreation center?
- Outreach to youth--tutoring, job skills, parties
- Neighborhood could put rims back on the court
- Could kids build a park for themselves--skateboard park, mountain bike trail
- Empower youth
- Youth work--get something out of it
- Mural project--wall on 9th Ave. (back of Mel's Auto)
- Need for a park in interior of neighborhood
- No gathering point, no center to feel safe

VACANT LAND AND BUILDINGS

Survey Responses:

- Need appropriate infill
- Gardens
- Open space contributes greatly to the quality of the neighborhood. Maybe some vacant land could be acquired and turned into a park. Empty buildings don't bother
- Green belts with native vegetation
- New office construction is needed
- Infill with quality housing and businesses will encourage reinvestment in the neighborhood
- Sahara Hotel must have a security guard
- Clean up/secure vacant property
- Would prefer single family rather than apartments, and not greater density. Parks, community centers, etc.--helpful for youth and aged
- Spring School is a blight with its dilapidated appearance. The Sahara Hotel should be razed--it is a hideous eyesore which depreciates the value of the area and attracts crime
- Sahara Hotel--I think the condition is a lot worse than I realized so this may not be feasible but what about low income housing/condos? Call Habitat for Humanity! Maybe Jimmy Carter could get the county to forgive the debt.

Steering Committee Responses:

- Demolish the Sahara
- Strong input in the planning for the Sahara
- Artist shops could go there (near University and Downtown)
- Lobby to tear down the Sahara
- After torn down hold off development of Sahara site until recommendations can be made
- Neighborhood needs to speak up
- Crime, safety
- Vacant lots--more neighbors than empty lots, collect garbage
- Keep vacant lots clean and not obnoxious uses
- Abandoned buildings attract more crime
- Some owners not willing to sell
- Abandoned buildings belong to families who want to hold on to them
- [Abandoned buildings] give the neighborhood a bad image

- Communal lots--garden, park
- Use block grant funds to acquire vacant and abandoned property
- Research abandoned and vacant buildings
- Some family reasons for abandoned houses. Empower people to fix up their property

NEEDS OF THE ELDERLY

Survey Responses:

- Can organize outreach to help elderly with house maintenance, grocery shopping
- Neighborhood center would help
- Recognize elderly and where so neighbors can recognize and help
- Our elderly live in fear and frequently won't take advantage of what is available because they are afraid of venturing out
- Salvation Army could easily provide for daily nutritional needs

Steering Committee Responses:

- Always a small number in the Neighborhood Association
- Assist the elderly in getting their coolers to work
- Do elderly want to go to the Salvation Army? Intimidating?

EDUCATIONAL OPPORTUNITIES FOR CHILDREN

Survey Responses:

- Place where can meet and get help with school work
- Daycare; more kids attending local school
- Isn't this taken care of by TUSD?
- Activities for children need to be addressed
- Seem to be adequate. Library is nearby
- Community garden would help
- Local schools for local kids
- Stop busing to Blenman Elementary
- Adequate in surrounding area

Steering Committee Responses:

- Have kids go to the same elementary school, stop busing program
- Are goals of desegregation plan still being met by busing
- Dunbar School could be a center for education
- Money limits and constricts projects
- Empty warehouse space for musical youth center

HISTORICAL VALUES AND QUALITIES

Survey Responses:

- Character of historic neighborhood should be preserved and enhanced
- Modern construction would detract from character of the neighborhood
- Would like to see historical buildings restored no matter what the condition
- I liked your notion that the historic value of the area lies in its diversity, ethnicity, age,

etc.

- Like it to remain distinctly different from West University which has such a different history
- How to access the advantages of being a historical site

Steering Committee Responses:

- Encourage good use of empty land to bring in low income
- Make sure that a goal is dialogued so that it won't split the neighborhood apart
- Preserve all resources
- More efficient house costs--life cycle costs
- Protect vulnerable residents from economic changes

RELATIONSHIP WITH INSTITUTIONS WITHIN NEIGHBORHOOD

Survey Responses:

- This will strengthen the fabric of the entire community. How can they be strengthened? Meetings, newsletters...
- Important, especially with Salvation Army
- They need to be sensitive to residential needs
- Cooperation and respect is critical
- These institutions must provide substance abuse therapy to their residents.
- Needs improvement. Transient problem is a sticky one. The city should be doing more to help get these people off the street. Seems like this issue has "trickled down" to the neighborhood
- I am concerned about the impact of the Salvation Army because over the years it has attracted satellite homeless camps in the area--individuals living in cars on the vacant lots for months at a time.

ACCESS TO RECREATIONAL SERVICES

Survey Responses:

- Important for children to have a safe place to play in the neighborhood, with various activities
- Adequate; YMCA is close to downtown, and they provide financial assistance for memberships especially for youth and families
- Estevan Park is on Main. Neighborhood court might be a good idea
- Maybe conserve some vacant land to mini parks or recreational areas--encourage use
- Increase facilities in Estevan Park (restrooms, tables, etc.)
- Need maximum safety crosswalks to De Anza and Estevan Parks and Davis Elementary School

Steering Committee Responses:

- Plan for parks, bikes, landscaping and murals
- Purchase volleyballs and equipment for De Anza Park
- Room for open space at Dunbar School
- Artists' studios on 9th. Ave.
- If more kids went to Davis School then school could be better used

POTENTIAL OF DUNBAR PROJECT

Survey Responses:

- Could provide recreational, social, cultural services, daycare, gardens, park
- Community court would be great
- Great building for a community center
- Community center for various activities
- Think this could become an advocate, a voice, for the whole neighborhood
- I do not know what the Dunbar Project is

Steering Committee Responses:

- Great potential for a neutral ground for workshop
- Rainwater harvesting
- Pressure for Gem Show pavilions
- Strong attachment to the history of the school
- Great economic benefits
- Artists, youth
- Clean it up, fix windows
- Temple of Music and Arts proposal
- In the mean time clean it up
- Not fenced. TUSD was not a good landlord
- What is the security in the building
- Clean the weeds and mow the lawn
- Good security needed

IMPROVEMENT OF BUSINESS DISTRICTS

Survey Responses:

- Has already begun and will evolve naturally
- Leave it alone. Not subsidize
- More interested in residence than business
- Businesses are afraid of the Aviation Corridor. Lawyers won't be affected and will be using the courthouse. They should be encouraged similar to lawyers on Central in Phoenix
- Living businesses that residents can use
- Seems that hotels, offices work well--no intrusive buffer for neighborhood
- Encourage business development in empty/vacant property
- Would like to see development of artisan businesses--cafes, shops on Stone

Steering Committee Responses:

- Uncertainty of Aviation makes business development go very slowly
- The Sahara is a problem. What happens to the Sahara is what happens to the neighborhood
- Dunbar School is a similar problem
- Neighborhood needs to drive the Dunbar Project

Steering Committee Responses:

- Carpentry union workshop--how can we work with them to train apprentices, promote youth education, job placement. Or they could be involved in neighborhood projects
- Walk-in trade. Encourage neighborhood interaction
- Auto boutique is doing well. Aviation Corridor has a chilling effect
- Local markets
- Mercaldo had a plan
- Anchor office complex; spin off from downtown business
- Sahara drags people down

RELATIONSHIP WITH ADJACENT INSTITUTIONS/BUSINESSES

Survey Responses

- Need to encourage U of A to expand here!
- Require businesses such as Merle's to landscape sides impacting upon neighborhood to diminish ugliness
- These institutions must provide substance abuse therapy to their residents

Steering Committee Responses:

- Like the Urban League
- Problems with trash on the site
- Historically bitter relationship with the Salvation Army
- Off the track, off the freeway
- Accept what you have
- Neighborhood member can be on their Board of Directors
- Coexist and minimize the impacts
- Use Salvation Army as a tool to keep out other uses
- Holy Family homeless after dark--25 to 30 men
- Good working relationship; come up with plans

OTHER

Survey Responses:

- Impact of a potential construction of a downtown university
- Lighter pollution; reduce train noise
- Dunbar School turned into community center
- Prevent CAP water from coming to neighborhood. Prevent street flooding and update sewer system
- In case of railroad accident an evacuation procedure is needed
- The railroad should also share the burden of the homeless

Sources and Focus Meeting Notes
APPENDIX VI

List of ResourcesDunbar/Spring Residents:

Bettina Bailey
Dan Baron
Jeff Brown
Sean Bruner
Paul Buckwalter
Mike Burkholder
Diana Byrum
Holly Damerell
Jonas Eldridge
Sarah Eldridge
Nicola Freegard
Sue George
Augustine Goins
Susan Hutzler
Lynn Jacobs
Sky Jacobs
Christine Jones
Maria La Garra
Brad Lancaster
Rodd Lancaster
Blanche Lewis
John McNulty
Bill Moeller
Chris Molkentine
Myra Molkentine
Farzad Nakhai
Loraine Norwood
Mark Perry
Paul Peters
Sally Rusk
Rudy Vigil
Kevin Walden
Larry Walters
Anthony B. Willis
Kevin Willis
Dave
Harwood
Larry

Institutions/Representatives:

Dr. Herbert K. Abrams	University of Arizona Medical School	626-2353 fax
Kyrin Alves	Pima Community College West Campus	743-8090 fax
Bill Ball	Tucson Unified School District-Transportation	617-7021
Betsy Bolding	Tucson Electric Power Company Community Relations	884-3984 770-2042 fax
Johnny Bowens	Dunbar Coalition/Pima Community College	884-6490
Jerome Brillo	Salvation Army-Hospitality House Manager	622-5411
Linda Brown	El Pueblo Clinic	741-8818 fax
Bob Brumbaugh	City of Tucson Engineering Information	791-4541
Paul Buckwalter	Dunbar/Spring Neighborhood Association (VP)	624-6969
Kendall Burt	City of Tucson Department of Economic Development	791-4204
Bob Byars	Pie Allen Neighborhood Association	618-7612
Gene Caywood	Citizen Advisory Committee, DLUCS II, Chair	298-6018 325-0628 H
Larry Campbell	Blenman Elementary School, Principal	318-2205
Cecilia Campillo	El Pueblo Clinic	741-8818 fax
Pete Chalupsky	Chicanos por la Causa	882-0018
Stan Chrishner	Arizona Carpenter's Apprenticeship and Training Program	(602)269-0268
Diana Coonce	Pima Community college Downtown Campus	884-6282 fax
Ron Dankowski	Catholic Social Services	623-0344
Ernie Duarte	City of Tucson Citizen and Neighborhood Services	791-4505

Richard Elias	Chicanos por la Causa	294-9899 fax
J.T. Fey	City of Tucson Planning Department	
Sharon Foltz	Tucson Electric Power Company 220 W. 6th. St.	884-3740
Paula Freightman	Dunbar/Spring Neighborhood Association (Pres.)	622-4964 H 622-4314 W 622-1259 fax
Rudy Gallego	City of Tucson Community Services Department	791-2529 fax
Peter Gierlach	Desert Survivors	884-0940 fax
Jim Glock	City of Tucson Department of Transportation 201 N. Stone Ave.	791-4372 791-4608 fax
Steve Gabel	Pima Council on Aging	790-7262
Hector Guerra	City of Tucson	791-4505
Rachel M. Harris	Phillip's CME	622-9567
Dr. Steve Harvath	Arizona Historical Society	628-5774
Glenn P. Howell	Tucson Unified School District Police Liason	512-3082 fax
Brendan Hennessey	Feldman Neighborhood Association	882-6354 882-6345 fax
Roger Howlett	City of Tucson Planning Department	791-4505 791-0819 fax
Katherine Jacobson	Salvation Army Hospitality House Representative	882-1245
John Jarchow	Pima Community College West Campus	884-6902 fax
Tomm Jefferson	Tucson Water	
Alex Kimmelman	City of Tucson Planning Department-Historian	791-4541
George King	Salvation Army	

Judy Knox	Out on Bale Construction	624-1673
Bob Land	West University Neighborhood Association	629-9573
Karen Larken	Tucson Parks and Recreation	791-4873 791-4853
Steve Leal	City Councilman for Ward 5	791-4130 fax
Margaret Leonard	School Resource Officer-Safford Middle School	791-4177
Lillian Lopez-Grant	Menlo Park Neighborhood Association 1016 W. Congress Tucson, AZ 85745	622-0234
Jane Matter	TCE Librarian 101 W. Irvington Rd., Bldg. B-2 Tucson, AZ 85714-3099	889-9194 741-8818 fax
Larry Maucher	Arizona Transportation and Planning	620-5429 628-5387
Bill Milliron	City of Tucson, Community and Housing Services	791-5698
Armando Monteverde	City of Tucson Department of Transportation	791-4372
Alonzo Morado	First Interstate Bank	792-5312 fax
Michael Murry	Richland Heights Neighborhood Association	622-8883 622-0049 fax
Major Nickerson	Salvation Army	795-9671 881-75436 fax
Father Padilla	Holy Family Church	623-6773
Corky Poster	Drachman Institute 819 E. 1st. St.	623-1223 623-1705 fax
Meg Quin	Tucson Botanical Garden	324-0166 fax
Hector Reyes	Crime Prevention Unit-Tucson Police Department	791-4467 791-5425
Marilyn Robinson	Tucson Urban League Business Resource Center 1039 N. Stone Ave.	622-0254 622-0361 fax

Joe Romero	School Resource Officer-Tucson High School	791-4450 791-5425 fax
Anna Sanchez	City of Tucson Planning Library	791-4234
Ana Santos	Bank One	792-5934 fax
Tom Scarborough	Cholla High School	617-7718
Joanne Schultz	Information and Referral	881-1794 323-2110 fax
Jeannie Shaw	Primavera Builders	882-5479 fax
Leo Sheehan	Habitat for Humanity	629-0474
Gloria Smith	Dunbar Coalition Member	886-4212
Curtis Stokelin	YMCA, Manager	623-5200
Barbara Strelke	City of Tucson Planning Department	791-4505
Mike Strong	Police Planning and Research	791-4822
Vivian Swaringen	West University Neighborhood Association 8971 W. Bopp Rd. Tucson, AZ 85746	
Shriley Jo Taylor	Cooperative Extention-4H Youth Development	621-3623
Jay Van Echo	Richland Heights Neighborhood Association	740-0817 740-0819 fax
Patricia Waterfall	Water Resources Conservation (Pima County)	792-8518 fax
Barry Weisband	Consultant tp Tucson Urban League 5424 Placity Apen Tucson, AZ 85718	
Doris Williams	Pima Community College	884-6030
Lynn Witten	City of Tucson Department of Economic Develop- ment	791-5413
Bill Wright	Habitat for Humanity (Pres.)	886-1838 fax

Patricia Waterfall	Water Resources Conservation (Pima County)	792-8518 fax
Barry Weisband	Consultant to Tucson Urban League 5424 Placita Apen Tucson, AZ 85718	
Dorris Williams	Pima Community College	884-6030
Lynn Witten	City of Tucson Department Of Economic Development	791-5413
Bill Wright	Habitat for Humanity (Pres.)	886-1838 fax
Pat Zeiters	Blue Moon Neighborhood Association 637 W. Mabel Tucson, AZ 85705	
	Pima County Interfaith Council	622-5926

LIST OF FOCUS GROUP MEETINGS

- 8/9/95 Housing, Vacant Land and Buildings
- 8/9/95 Aviation Parkway/DLUCS II
- 8/10/95 Business and Job Development, Neighborhood Edges, Relationship between Area Institutions/Businesses/Neighborhood
- 8/15/95 Security
- 8/17/95 Historical Values and Qualities
- 8/22/95 Youth and Recreation
- 8/23/95 Environmental
- 8/24/95 Neighborhood Participation
- 9/21/95 Education
- 9/28/95 Vegetation, Plantting
- 10/16/95 Elderly, Human Services, Relationship Between Area Social Services/Neighborhood

Housing, and Vacant Land and Buildings Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: August 9th, 1995

People in attendance:

<u>Name</u>	<u>Affiliation</u>	<u>Phone</u>
1. Chris Molkentine	Resident	880-1214
2. Pete Chalupsky and Richard Elias	Chicanos Por la Causa	882-0018
3. Bill Wright and Leo Sheehan	Habitat for Humanity	629-0474
4. Joann Schultz	Information and Referral	881-1794
5. Jeanne Shaw	Primavera Builders	882-5383
6. Kyrin Alves	PCC West Campus Build a Home	419-0035
7. Bill Milliron	City of Tucson, Community and Housing Services	791-5648
8. Hector Guerra	City of Tucson	791-4505
9. Rudy Gallego	City of Tucson, Community Services	791-4636
10. Roger Howlett	City of Tucson, Planning Department	791-4505
11. Judy Knox	Out on Bale	624-1673
12. Ana Velia Santos	Bank One, Arizona Planning Department	792-6725
13. Alonzo Morado	First Interstate Bank	792-5337
14. Marilyn Robinson	Tucson Urban League	622-0254
15. Corky Poster	The Drachman Institute	623-1223
16. Paul Braun	The Drachman Institute	623-1223
17. Robert Dawson	The Drachman Institute	623-1223

Action items:

- Contact landlords directly
 1. Which ones are working with low income housing
- Use straw bale construction as a retrofit on existing buildings. Existing buildings could be wrapped in straw bales.
- Apply to the *Christmas in April* program for neighborhood consideration.
Contact Kyrin Alves at (520) 419-0035. Deadlines for application are 9/7/95 - 2/1/96.

Benefits and Preferences:

1. 50 - 75 houses can be rehabilitated
2. Preference is shown to elderly and low income housing

- Request Habitat for Humanity to get involved in the Dunbar/Spring neighborhood
 1. They use CDBG money to buy lots
 2. They have been successful because owners are willing to part with land at a reasonable cost. Habitat for Humanity can afford about \$8000 while owners typically are asking \$10,000 - \$15,000. Could alternative funds be found to offset the difference between what H.H. can pay for a lot and what the owners are asking.
 3. Can Habitat for Humanity design a "historic" building?
- Can Dunbar/Spring acquire lots or cover differences in purchasing costs via:
 1. CDBG funds, or
 2. Federal Home Loan Bank
 3. Could a community land trust help in the purchasing of or raising the money to make up the difference in land acquisition?
- The City can create a partnership with landlords and builders to improve or construct new properties in conjunction with rental rehabilitation programs (available through the city this fall) and Home funds (RFP through the city).
- The mortgage project based on Fanny Mae promotes lower utility costs rather than lower construction costs. In the long run the payment is about the same. Dunbar Spring might be able to take advantage of this.
- The HUD 203K program allows individuals to refinance. Contact Bank One, Arizona to apply
 - Program Background
 1. Loans are offered at market rates - currently 7.75% for 30 years
 2. Bank One is the intermediary between applicant and HUD
 3. Residence must go directly to the bank for an application
 4. The program looks only at the past 2 credit years
 5. The applicant can borrow more money than the site is worth.
 6. What about sweat equity?
- Contact Chicanos por La Causa about their small business loan program. Loans are generally not available for start-up projects but range from \$1500-\$4000.
- Contact the Tucson Urban League about their business expansion program. They guarantee their loans.
- TUSD has a Used Storefront Project where construction classes do the work. Apply to TUSD for consideration.
- The City Community Services, Technical Services Division has a Casas de Nuevo program to redevelop old housing. Habitat for Humanity might be able to use this as a source of finances. Contact Bill Milliron for details.

Items to be concerned about:

- Improved quality of rental units through maintenance and construction usually leads to increases in rent.
- Infrastructure (i.e. sewers, water) issues can cause problems for new development. Access to infrastructure often run across neighboring properties. Are there infrastructure improvements planned or needed for the area?

- The desired housing market must be more clearly defined. Variables such as income level for the neighborhood must be defined so that other variables can be adjusted.

Queries for GIS:

- Who are the landlords? What are their addresses? Where are rented lots located?
- What is commercially zoned, vacant, and easily accessible (for autos and to sewer/
- water)?

Maclovio Barraza Aviation Parkway Focus Group Meeting

Meeting Location: The Tucson Urban League

Date: August 9th, 1995

People in attendance:

Name	Affiliation	Phone
1. Nicola Freegard	Resident	792-2115
2. Chris Molkentine	Resident	880-1214
3. Maria Le Garra	Resident	624-5820
4. Larry Maucher	Arizona Department of Trans.	620-5429
5. Gene Caywood	DLUCS II Citizen Advis. Comm.	298-6018
6. Dave Perkins	JHK and Associates	624-2306
7. Armando Monteverde	C.O.T. Dept. of Trans.	791-4372
8. Corky Poster	The Drachman Institute	623-1223
9. Paul Braun	The Drachman Institute	623-1223

Lessons Learned:

- Bicycle traffic along the Parkway is well utilized
- DLUCS is at grade while Aviation Parkway is raised
- Downtown traffic use is expected to double (i.e., 40,000 vehicles/day on Stone Avenue and 6th Street)
- DLUCS history:
 1. 1976: DLUCS put on regional transportation plan; heated public meetings
 2. 1985: Citizen group formed; citizens protest over the "last mile"; issue is given a lot of press, problem areas, no vehicular access to freeway at 4th Avenue; 6th Avenue would not have access to roadway
 3. 1989: Circulation plan, pedestrian plan, bicycle plan (movement through Downtown), proposed light rail, traffic to be distributed into downtown and businesses, 2 lanes with median at grade, existing 4th Avenue underpass is kept for bikes and pedestrians, new underpass to be constructed next to existing one, trolley would extend service to the Convention Center.

Action Items:

- Dunbar/Spring has to be actively involved in the DLUCS planning process
 1. At present Dunbar/Spring neighborhood is cut off from the downtown area without crossing a 6 land roadway, making pedestrian access difficult
 2. Nicola Freegard is on the Citizen's Advisory Committee as a representative of the D/S neighborhood.
- Ensure that the D/S neighborhood does not become physically isolated by DLUCS
 1. Current design has 9th Ave. and Ash Ave. as dead end streets
 2. Loss of 9th Ave. as an at grade entrance to downtown

- Address the Tucson Electric Power Company parking lot and neighboring vacant land as areas to be improved with vegetation and landscaping
- Propose that the City of Tucson conduct a study to determine the impact of DLUCS construction along Stone Avenue from downtown to Drachman Street.
 1. Determine which side of Stone will be affected by widening
 2. Determine the impact to current and future commercial properties along Stone.

Job development, Neighborhood edges, and Relationships between area institutions and businesses and the Dunbar/Spring neighborhood Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: August 10th, 1995

People in attendance:

<u>Name</u>	<u>Affiliation</u>	<u>Phone</u>
1. Barry Weisband	Private Consultant to Tucson Urban League	577-6050
2. Lynn Witten	City of Tucson Dept. of Economic Development	791-5093
3. Stan Chrishner	AZ Carpenter's Apprenticeship & Training Program	(602) 272-6547
4. Adjacent neighborhoods:		
• Lillian Lopez-Grant	Menlo Park	622-0234
• Brenden Hennessey	Feldmen	882-6354
5. Marilyn Robinson	Tucson Urban League	622-0254
6. Corky Poster	The Drachman Institute	623-1233
7. Paul Braun	The Drachman Institute	623-1223
8. Robert Dawson	The Drachman Institute	623-1223

Lessons learned:

- The neighborhood supports development
- Zoning is in place for commercial/business development to occur around the edges of the neighborhood
- Small businesses tend to prefer to lease mall space because it's easier and quicker
- Expansion of existing businesses is much easier than starting up businesses

Action items:

- Develop a list of businesses that exist in the neighborhood and businesses they would like to attract
- D/S must market itself:
 1. Develop a marketing plan that defines what the neighborhood is, what it is looking for, and what it has to offer (vacant lands/buildings, zoning situations, access, etc.). Define an image of the neighborhood and support it with these materials. Start general and focus in to the parcel level
 2. Approach real estate agents with specific client requirements to find potential clients to move into the neighborhood
- Approach the University about locating parking/shuttle services from the neighborhood
- Approach Pima Community College (PCC) about potential services and parking they might need
- Survey the PCC student body to find out what their wants/desires/needs are

- Contact the marketing department at PCC (Ruben Estrada) or the UofA (Susan Heckler - Business School) to develop the brochure and/or survey of PCC students
- Survey the local residents about desired businesses. The Tucson Urban League's Business Education Program can help get started
- Find large companies to locate in the neighborhood. They will be the most likely to build
- Use the Time Market or Rincon Market as potential models for retail food development in the neighborhood
- Approach the City of Tucson, Department of Real Estate and offer the neighborhood as a site for businesses relocated from roadway condemnations
- Create a directory of parcels with information such as:
 1. Current owner
 2. Appraised value
 3. Current zoning
 4. Willingness of current owner to sell
 5. Spell out existing obstacles for start-up/expansion businesses (put in marketing plan?)
- Do a general mailing to local businesses of the marketing plan and neighborhood activities
- The Sahara Hotel
 1. Find out current status about removing delinquent taxes
 2. Access the market for hotels in the area/city
 3. Do a feasibility study for the parcel
 4. Approach the Best Western about expansion
- Contact Andy Gordon about community based projects. Arizona Multi-Bank is looking to fund these kinds of projects. Barry Weisband will help out
- Contact the Greater Tucson Economic Council about their experiences, expertise. Give them the "marketing plan", neighborhood survey, and parcel directory to spread around
- Work with TEP to clean-up neighborhood's southwestern edge
- Form a business association of neighborhood businesses

Items to be concerned about:

- The effects of DLUCS II on Stone Avenue must be resolved before any major activities will occur there.
- Will large truck access via Stone Avenue become a problem in the future?
- Certain business developments might marginalize neighborhood residents.
- Dunbar/Spring should strive to create a neighborhood economy.

Security Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: August 15th, 1995

People in attendance:

Name	Affiliation	Phone
1. Maria Le Garra	Resident, Dunbar Spring	624-5820
2. Holly Damerell	Resident, Dunbar Spring	620-6519
3. Sue George	Resident, Dunbar Spring	798-1774
4. Sally Rusk	Resident, Dunbar Spring	624-8467
5. Ernie Duarte	City of Tucson, Citizen and Neighborhood Services	791-4605
6. Joe Romero	Tucson Police Department Officer at Tucson High School	791-4658
7. Sgt. Bob Allen	Tucson Police Dept. Operations West	791-4467
8. Sgt. Linn Sharp	Tucson Police Dept. West Bike Patrol	791-4499 ext. 1751
9. Hector Reyes	Tucson Police Dept.	791-4467
10. Jay Van Echo	Richland Heights East neighborhood	740-0817
11. Glenn P. Howell	TUSD Violence Prevention	512-3080
12. Corky Poster	The Drachman Institute	623-1223
13. Robert Dawson	The Drachman Institute	623-1223

Lessons Learned:

- Increased police presence and greater neighborhood involvement might result in an increase in calls but not necessarily an increase in crime
- Eliminate opportunities for crime - lock doors put away tools that can be used as weapons or used for illegal entry, keep property lit at night
- Crimes against persons take precedence over crimes against property
- Tucson Police Department is willing to conduct a security survey for any individual resident's property
- Transient populations are mostly associated with crimes related to trespassing, liquor violations, urinating in public, and minor theft

Action Items:

- Implement the "Safe by Design" community policing
 1. Light porches with 40-60 watt bulbs from dusk to dawn
 2. Install street numbers on front and rear of the house
 3. Trim and clear landscaping to eliminate hiding places
 4. use deadbolt locks on all doors
- Get to know neighbors
 1. Hold neighborhood get togethers
 - a. Sunday softball games and picnics
 - b. block parties
 - c. potluck dinners

2. Involve neighborhood children
 - a. instill pride in neighborhood
 - b. children should know adults and vice versa
 3. Use neighborhood churches as a base
 - a. place to hold neighborhood watch meetings
 - b. non-denominational gatherings
 4. Identify elderly residents and regularly check up on them
- Adopt-a-Wash
 1. Trim landscaping
 2. Provide lighting
 - Seek a liason officer for neighborhood
 - Establish a police office space in the Dunbar/Spring neighborhood
 1. A place to do paper work and fill out reports
 2. A desk with a telephone
 3. A place to encourage the officer to come out of the heat and establish a police presence
 - Establish a Neighborhood Watch Program
 1. Neighbors need to become involved
 - a. 50% neighborhood participation in order to hang signs
 - b. Residents have to be willing to report crimes and go to court if necessary to get a conviction.
 2. Distribute a street map with house numbers to all residents so people can identify where crimes are committed
 - Acknowledge people in the neighborhood
 1. Neighbor-to-neighbor contact
 2. Shows individual has been noticed

Historical Values and Qualities Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: August 17th, 1995

People in attendance:

Name	Affiliation	Phone
1. Jeff Brown	Dunbar/Spring resident	882-9175
2. Maria LeGarra	Dunbar/Spring resident	624-3820
3. Dr. Steve Harvath	Arizona Historical Society	628-5774
4. Steve Leal	Dunbar/Spring property owner	791-4231
5. Gloria Smith	Dunbar Coalition member	886-4212
6. Alex Kimmelman	AZ History Associates	882-6648
7. J.T. Fey	City of Tucson Planning Dept.	791-4505
8. Marilyn Robinson	Tucson Urban League	622-0254
9. Corky Poster	The Drachman Institute	623-1223
10. Paul Braun	The Drachman Institute	623-1223
11. Robert Dawson	The Drachman Institute	623-1223

Lessons learned:

- The Dunbar/Spring neighborhood is a very well integrated neighborhood
- People know each other in the neighborhood
- There is substantial "porch activity"
- There used to be many stores
- There are a large amount of churches
- A recent influx of Arab/Muslim nationalities has occurred in the area
- New people are not considered a threat to current residents
- The value of properties is rising
- The neighborhood is very active in terms of peoples' desires to get involved
- Buffer neighborhoods around the downtown core need a great deal of work. They are the first impression heading into downtown
- Stone Avenue, Main Street, and 6th Street all offer unique opportunities for improving the historic qualities of Dunbar/Spring
- If the historic structures are not present in the area, focus on the people. The social history of Dunbar/Spring is very rich and should be supported
- Historic designation of an area allows citizen participation to flourish

Action Items presented by the focus group:

- Start an improvement district and/or development corporation.
 1. Residents would be appointed to its board
 2. Homes could be registered with the city. Homeowners would be given a 50% tax break on property taxes for 30 years.
 3. The money saved could be kept by the city Assessor's office and used to float a bond package.

4. This bond package could be administered by the development corporation for improvements to historical structures registered with them and the city.
5. This program requires documentation/inventory of the registered structure every year.
6. What are the guidelines for improvements and/or new construction? How restrictive are they?
 - The advisory board appointed by the city council could educate, act as a watch dog, and serve as a liason to city departments
 - A city program exists for tax breaks when investing in rental units. Contact J.T. Fey at the City Planning Department about information
 - A carefully worded mailing should be done to inform residents of potential tax breaks. The mailing should highlight what restrictions exist and alleviate resident's fears about the program limiting them
 - A fiberglass mold could be made of a historic motif street light. Councilman Leal has done this before. They built many at a much lower price than otherwise possible
 - An inventory and manual should be compiled containing people, services, and supplies pertaining to historic preservation. The City Planning Department has a lot of information regarding these topics. Contact Alex Kimmelman/J.T. Fey about whom to talk to at the city for this information and Councilmen Leal about information he has found
 - A "program" or "guidelines" should be written that make suggestions as to how development should occur in the neighborhood that would maintain or improve the historic quality of Dunbar/Spring
 - The Dunbar/Spring marketing plan mentioned at the business and job development focus group meeting should be expanded to include promoting the historic aspects of the community and how the neighborhood wants to improve upon it
 - File an amendment with the National Register to officially change the name to Dunbar/Spring
 - Create a neighborhood festival ("Dunbar/Spring Days") to promote the neighborhood, enhance relationships between neighborhood residents, organize tours of neighborhood historic locations, and offer an opportunity for information to be disseminated about the social/physical history of the neighborhood.
 - Place a photo plaque at the main entrance to Estevan Park to commemorate the founder and the circumstances behind its namesake

Items to be concerned about:

- A program/set of guidelines for how to complete improvements in accordance with the historic feel of the neighborhood must not be too restrictive. If it is viewed as too restrictive, the political environment in Dunbar/Spring will force it to fail

GIS queries:

- What is the total number of residential structures in the neighborhood?
- What is the number of owner occupied and renter occupied structures in the neighborhood?
- What is the total population of the neighborhood?
- Change ownership status of Councilmen Leal's property in the assessor's GIS data.

Youth and Recreation Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: August 22nd, 1995

People in attendance:

<u>Name</u>	<u>Affiliation</u>	<u>Phone</u>
1. Anthony B. Willis	Resident	792-4179
2. Kevin Walden	Resident	628-7653
3. Kevin Willis	Resident	792-4179
4. Chris Molkentine	Resident	880-1214
5. Myra Molkentine	Resident	880-1214
6. Shirley Jo Taylor	Cooperative Extension, 4-H	621-1063
7. Karen Larken	Tucson Parks and Recreation	791-4873
8. Marilyn Robinson	The Tucson Urban League	622-0254
9. Corky Poster	The Drachman Institute	623-1223
10. Robert Dawson	The Drachman Institute	623-1223
11. Paul Braun	The Drachman institute	623-1223

Lessons Learned:

- David Esparza is a national handball champion and a D/S resident. He is said to be interested in teaching kids handball as a way to keep them out of trouble. Rini Ochoa, sports Director for Tucson Parks and Recreation is also an avid handball player.
- The neighborhood lacks a focal point where kids can get together
- Cooperative Extension offers "mini-grants"
- 4-H offers projects with animals, plants, mechanics, home economics, foreign exchange, and nature. Also offered are orientation and leadership training for adults working with youth, strictly on a volunteer basis. 4-H works with schools, boys and girls clubs, community service groups, and the Parks and Recreation department
- Weekends and school vacations are the best times to involve youth in projects

Action Items:

- Create neighborhood based activities that bring the residents together
 1. Neighborhood haunted house at the Molkenstine residence
 - a. Neighbors could construct it
 - b. A safe place D/S parents could take their kids on Halloween night
 - c. Proceeds to go back into neighborhood programs
 2. Soccer team
 3. Volleyball games
 4. Softball team
 5. Block party
- Gain access to land and help youth create a gathering node in the core of the neighborhood

- Promote involvement of youth in neighborhood activities
 1. Organize a youth neighborhood association meeting to take place at the same time as the regular neighborhood association meeting
- Create a community center where the youth can have access to classes, tutoring, job training, parties, art, etc.
- Develop an outreach program to bring youth into the community life including combined activities like work and play
 1. Building a skateboard ramp
 2. Art projects
 3. neighborhood clean-up
 4. Community gardens
 5. Bicycle repair
 6. Field trip to local businesses to see the “behind the scenes” workings of businesses (ie.g., Funtastics, retail stores, restaurants, etc.) 4-H Teen Biz kids develop their own business plans
- Contact groups that regularly work in youth programs, such as Explorers, Boy Scouts, Girl Scouts, “Teens with a Voice”, etc.
- Utilize departments and organizations at the university of Arizona that might be able to supply volunteers, knowledge, and materials for youth activities
 1. Referees from the Department of Campus Recreation for volleyball, basketball and flag football games
 2. Department of Student Programs - Pacesetters, Education By Example, Fraternities and Sororities
- Discuss with Parks and Recreation opportunities to improve the conditions and amenities offered in De Anza and Estevan Park (e.g., bathroom facilities, picnic tables, etc.)
- Work closely with the Dunbar Project to develop opportunities for recreational facilities:
 1. Small park
 2. Playground
 3. Space for classes and workshops
 4. Use a corner of the Dunbar School site to start a project
- D/S residents need to take ownership of neighborhood parks
 1. Involve all neighborhood residents
 2. Transients will be less likely to frequent well utilized parks
 3. Work with Tucson Police Department to increase patrols
 4. Organize a guideline for transients for where and when they can go in neighborhood areas

Environmental Issues Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: August 23rd, 1995

People in attendance:

<u>Name</u>	<u>Affiliation</u>	<u>Phone</u>
1. Susan Hutzler	Dunbar/Spring resident	884-8847
2. Maria LeGarra	Dunbar/Spring resident	624-3820
3. Holly Damerell	Dunbar/Spring resident	620-6519
4. Chris Molkentine	Dunbar/Spring resident	880-1214
5. Paul Buckwalter	Dunbar/Spring resident	624-6969
6. Tom Jefferson	Tucson Water	791-2689
7. Andrew J. Meyer	Tucson Electric Power	884-3984
8. Patricia Waterfall	Pima County Extension	622-7701
9. Peter Gierlach	Desert Survivors	884-8806
10. Linda Brown	El Pueblo Clinic	573-0096
11. Cecilia Campillo	El Pueblo Clinic	573-0096
12. Mr. Campillo	El Pueblo Clinic	573-0096
13. Dr. Herbert Abrams	U of A, Medical School	626-2351
14. Marilyn Robinson	Tucson Urban League	622-0254
15. Corky Poster	The Drachman Institute	623-1223
16. Robert Dawson	The Drachman Institute	623-1223
17. Paul Braun	The Drachman Institute	623-1223

Lessons learned:

- Meetings regarding environmental topics must be "regulated" more strictly than others. The discussion must be firmly guided and kept on subject
- Hard data is needed about contaminant levels. Speculation leads to emotional uprisings
- A realistic limit should be set on the number of subjects that should be put on the agenda. Less controversial subjects should be put first

Trichloroethylene (TCE):

- TCE is an industrial solvent
- TCE was discovered at Tucson International Airport in 1981
- Dumping of the solvent had occurred since the 1940's but most likely between 1950-1954
- Hughes Aircraft Company facility was the most frequent user of TCE
- EPA's standard for TCE in water is 5ppb. The State of Arizona's action level is 5.0 micrograms per liter
- Contaminant levels had been measured in the area of Tucson Airport as high as 100 parts per billion (ppb)
- Tucson Water supply wells were located at the contaminated site
- By the end of 1984, seven wells were discovered to have TCE levels above the previously mentioned standards and were immediately closed

- TCE is NOT classified as a carcinogen in humans
- The average concentration of TCE in Tucson Water wells is below .05 ppb
- Tucson Water monitors wells for TCE weekly
- An independent laboratory also monitors wells to compare results
- An analysis for TCE in a water sample costs between \$300-\$400
- An analysis for all contaminants in a water sample costs about \$2000

Electromagnetic fields (EMF):

- There are varied opinions about the effects of EMF's on humans
- A growing literature exists about studies
- Dunbar/Spring has an abnormally high amount of overhead lines. This is primarily due to the age of the neighborhood
- Tucson Electric Power measured EMF levels in Dunbar/Spring and found levels no higher than 30 milligauss

Native vegetation:

- Time ran out to discuss this topic but Patricia Waterfall (UofA extension office on water conservation) left us with a lot of information

Action Items:

Water Quality:

- Hard data of water quality is needed from the County Public Health Dept., Arizona Department of Environmental Quality, Tucson Water, EPA, and citizen monitoring
- Contact EPA's citizen monitoring team to come to Dunbar/Spring to do independent testing of water. Region 9 project manager is Loren Henning 1-800-231-3075
- When monitoring water in a residence, sample the water as near to the incoming water main (into the home) as possible
- Have a representative of Dunbar/Spring join the citizen monitoring group (who is a contact for that group?). This group monitors Tucson Water wells weekly as a check on Tucson Water monitoring
- Contact Tucsonans for a Clean Environment (TCE) about what they have learned and what they are doing currently
- Contact the Pima County Health Department for statistics on death and morbidity in the Dunbar/Spring area. Hal Strich at 740-8497.
- Contact Alan Dulaney at Arizona Department of Environmental Quality (602) 207-4309 for data about their study of wells in the Dunbar/Spring area
- Sample the water in Dunbar/Spring about 3 times/year
- Contact the Pima Association of Governments (PAG) for information
- Contact the Pima Department of Environmental Quality for information
- Contact Bruce Johnson in the Hydrography Unit at Tucson Water for monitoring data
- Contact the EPA about their Technical Assistance Grants (TAG).
 1. They will allow a neighborhood to hire their own consultant to do analysis for them.

2. The grants can be for up to \$50,000 and 3 years.
- Contact the Southwest Center for Environmental Health Studies. The director is Dr. Glenn Sipes (626-7123) or Charlene McQueen. They have money available for community studies.
 - Contact the El Pueblo Clinic for more information about TCE contamination
 1. Pima County gives \$250,000/year for the clinic. Those funds are matched by the state.
 2. Within 4 years the clinic has to bring in as many people as possible.
 3. Eventually a study will be done by a bio-statistician to look for patterns.
 4. Residents are eligible for health care related to TCE exposure if they meet criteria.
 - a. Show evidence that they have lived, worked, or attended school in the TCE contaminated area
 - b. Be unable to provide medical care for themselves (i.e. insurance)
 5. The clinic has a library of TCE information.

Electromagnetic fields:

- Contact Andy Meyer at TEP for measurement data on EMF levels and noise levels.
 1. Find out where the measurements were taken and their magnitude.
- Continue to push for noise abatement (i.e. walls) around the substation north of TEP's main building.
- Contact Distribution Services Department about abandoning the 11th Avenue line. It was suggested that vice-president Gary Ellard at TEP is the person to contact about that decision. He can be reached at P.O. Box 711.

Native vegetation:

- Contact Patricia Waterfall (622-7701) for information in bulk.

GIS Queries:

- Obtain ADEQ well analysis data in ARC/INFO format and analyze it in ARCVIEW.

Neighborhood Participation Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: August 24th, 1995

Action Items:

- Develop a neighborhood newsletter to inform residents and solicit input
 1. Meeting minutes
 2. Information and current events
 3. City Council activities
 4. Opinions
 5. Involve the Tucson Urban League
- Start a phone line and answering machine at the Tucson Urban League
- Get a 24 hour/day counselor for the elderly and youth
- Send out a questionnaire via the newsletter to inquire:
 1. How to improve safety for elderly
 2. Ways to increase contact among residents
 3. What visual projects do residents want to see
- Create a neighborhood directory containing a list of professionals
- Approach Marilyn Robinson about potential uses of the Tucson Urban League
- Construct a volunteer system where people can always receive help
- Create an escort service for elderly

Educational Issues Focus Group Meeting

Meeting Location : The Tucson Urban League

Date: September 21st, 1995

People in attendance:

Name	Affiliation	Phone
1. Larry Campbell	Blenman Elementary School	318-2205
2. Tom Scarborough	Cholla High School	617-7718
3. Marilyn Robinson	Tucson Urban League	622-0254
4. Corky Poster	The Drachman Institute	623-1223
5. Paul Braun	The Drachman Institute	623-1223
6. Robert Dawson	The Drachman Institute	623-1223

Lessons learned:

- Students at schools are divided when they arrive at school. They are "Blenman" students
- School staff are stretched very thinly
- 25% of Blenman students are bussed to school
- 39% of Blenman students are minorities
- Activity busses cost about \$70 per use (Blenman). Cholla spends about \$1000 per month on extracurricular activity busses.
- Many schools have a community representative that can do home visits, take children to clothing banks, visit parents without phones
- Most visits and errands with children must be done in pairs for liability reasons
- Lack of telephones (poor communication) is a big problem for some schools
- Parent rooms are desperately needed in many schools. Space is tight
- Parents need to get more involved in their student's school activities

Action Items:

- Create a traveling display which discusses the rich history of Dunbar/Spring (cooperate with Dunbar School).
- Make field trips to the Dunbar School when finished
- Develop an after-school tutoring program in the neighborhood for students to go to after school for extra attention. Teachers could participate by sending particular assignments with the students
- Locate funding for an activity bus which would take students home once/week after extracurricular activities. This bus could drop students off at the neighborhood tutoring center
- Send parents on busses with their children to school
- Develop an active parent support agency within the school that supports the school (use Cholla High School as a model)
- Contact school community representatives to assist Dunbar/Spring residents
- Hold PTA meetings within a particular neighborhood

Queries:

- Find out why 20 Dunbar/Spring elementary students go to Davis and 22 go to Blenman elementary. Why don't they all go to the same school?
- Which Dunbar/Spring students attend a certain school because of where they live and which students have their choice?
- What percentage of Dunbar/Spring students are bussed to school?
- How many families in Dunbar/Spring do not have a phone?
- Do extended neighborhood kids (e.g. Dunbar/Spring students at most schools), as opposed to local kids, have more problems getting picked up when they are sick?
What is the ethnic breakdown of Blenman students?

Increase native vegetation in the neighborhood.

Meeting Location : The Tucson Urban League

Date: September 28th, 1995

People in attendance:

Name	Affiliation	Phone
1. Dan Baron	Resident	623-7879
2. Peter Gierlach	Desert Survivors	791-9309
3. Bob Byars	Pie Allen Neighborhood Association	618-7612
4. Bob Land	West University Neighborhood Association	629-9573
5. Rachel M Harris	Phillip's CME	622-9567
6. Marilyn Robinson	Tucson Urban League	622-0254
7. Corky Poster	The Drachman Institute	623-1223

Action Items:

- Obtain trees cheap through Desert Survivors (as low as \$6/tree)
- Contact Doug Koppinger at Trees for Tucson for information about street trees
- Utilize Tucson Electric Power and Southwest Gas as partners in street tree planting programs,
 1. Rincon Heights received trees from TEP (Mesquite, Chinese, Pistache)
 2. Trees must be planted on south and west side of private homes
 3. Mid-October give-away
 4. An inventory and map of the house is needed
 5. Delivery of trees is done to a central location
 6. Trees for Tucson is participating
- Contact Southwest Gas
 1. Do they have a community relations person?
 2. Would they be willing to collaborate on a street tree program?
 3. Could the neighborhood use their backhoe?
- The African Methodist Episcopal Church has problems with Tamarask trees. They are invading their sewer lines, displacing sidewalks, and knocking over walls. They would like to remove them and replace them with native trees.
- Create islands at intersections with plantings to slow traffic
- Encourage planting of shrubs and understory species when street trees are planted
- Use swales and surface water movement to decrease need for irrigation
- Encourage changing 1st street into a watercourse/greenway. Possibly close it to east/west traffic.

- Look closer at the Broadway Corridor project.
 1. Investigated the Arroyo Chico
 2. Use lighting, bicycle paths, ramadas
 3. Keep some of it natural, resist laying of concrete
 4. Plant riparian species
 5. Hook up bicycle paths throughout the neighborhood

- Organize a tree party

- Tree species ideas:
 1. Ironwood - grows quickly if watered
 2. Sweet Acacia - height of about 20 feet, difficult to train
 3. White Thorn Acacia
 4. Catclaw Acacia
 5. Blue Palo Verde
 6. Canyon Hackberry - in a wash
 7. Ash - in a wash

- Contact Keith Walzak (City of Tucson Transportation Department) about new sidewalks

- Things to remember:
 1. Tree planting is much easier than maintenance
 2. Understory planting is important too
 3. Sign a contract for each tree with homeowners

- Suggestions for street tree planting
 1. Use ribbon and stakes
 2. Put behind the curb for protection
 3. Designate areas for tree planting

- West University's experience
 1. Planted 120 trees
 2. Drew up agreement with individual homeowners about their responsibilities
 3. Residents must have a garden hose readily available
 4. Concentrate on a particular area. Focus attention
 5. Homeowners were charged \$5/tree for 5 gallon trees
 6. Hired a backhoe
 7. Planted Southern Live Oak, Mesquite, and Blue Palo Verde
 8. Maps were made and records kept
 9. Made a route with the backhoe
 10. Agreement was made for watering and pruning
 11. No parking in tree areas was stressed
 12. One shot blue stake technique was used
 13. A meeting was set up to discuss the project
 14. The night before the planting, spots were painted on the ground
 15. Homeowners provided stakes

16. Permits require complex issues (50 feet back from stop signs, houses labeled with utilities, specifications met)
17. Two months from conception to planning

**Elderly, Human Services and Relationships between social service institutions
and the Dunbar/Spring neighborhood focus group meeting**

Meeting Location : The Tucson Urban League

Date: October 16th, 1995

People in attendance:

<u>Name</u>	<u>Affiliation</u>	<u>Phone</u>
1. Joann Schultz	Information and Referral	
2. Father Padilla	Holy Family Church	623-6773
3. Ron Dankowski	Catholic Social Services	623-0344
4. George King	Salvation Army	
5. Augustine Goins	903 N. Alder	623-4486
6. Steve Grabel	Pima Council on Aging	790-7262
7. Marilyn Robinson	Tucson Urban League	622-0254
8. Corky Poster	The Drachman Institute	623-1223
9. Paul Braun	The Drachman Institute	623-1223

Lessons learned:

- Senior citizens are an asset to Dunbar/Spring
- Barriers exist for elderly:
 1. Crime (Lydia Miller has been mugged many times)
 2. Vandalism/tagging
 3. Solicitation of money
 4. Transportation
- Federal funding replaced local initiatives and is now disappearing. Local initiatives are needed once again
- The future of the Older Americans Act is shaky. Funding is in jeopardy for many programs. PCOA will hesitate to start up new programs with potential cuts on the horizon.

Actions items:

- Survey the elderly to determine:
 1. What do they have to offer in terms of skills?
 2. What are their needs and concerns?
- The Salvation Army wants its people to be an asset to the community. Overflow is the problem.
- There are 12 meal programs in the county. Transportation to and from the providers is a problem.

- Improve security within the neighborhood
 1. Contact police department to have more of a presence in the neighborhood
 2. Create a night watch or patrol of civilians.
 3. Work with the Salvation Army to pay homeless to patrol the neighborhood. TPD could train them.
 4. Patrol could also do neighborhood clean-up
 5. Retrofit homes of elderly to check for security. Proper locks, windows, etc.
 6. Contact Triad (Joe Cataldo) about their group. They work with the sheriff's office and TPD. They are looking for neighborhood projects concerning security and patrols.

- Transportation
 1. The Ronstadt Center must be safe. Many elderly must pass transfer busses there when traveling to do shopping, meet friends, etc.
 2. VanTran changed its requirements for eligibility. Many elderly are not eligible. The city is looking at new ways to meet the need.
 3. Create a van/escort service that could pick up residents throughout the neighborhood once/week. Utilize a city van and use city insurance.
 4. Primavera men's shelter runs a bus. Karen Uhlich is the main contact for the men's shelter.

- Coordinate closing times between Salvation Army and Holy Family. People are being sent from one to other when there is no room. People are left stranded and roam the neighborhood at night.

Human Services Issues

- Better inform neighborhood residents
 1. Have Information and Referral develop a guidebook to services. (a summation of their full directory).
 2. Information and Referral can train a group of people (6-12) within the neighborhood who could be a contact for neighborhood residents
 3. PCOA has social workers that can be dispatched to home bound citizens or work with individuals/groups that would like to come to PCOA.
 4. PCOA does not do case management. They work on a problem by problem basis.

DUNBAR / SPRING COMMUNITY DEVELOPMENT PLAN

Inventory, Analysis, Community Goals, Action Items

January - December 1995

Corky Poster

Associate Professor, Faculty Advisor
Architect, Planner (AICP)

Students:

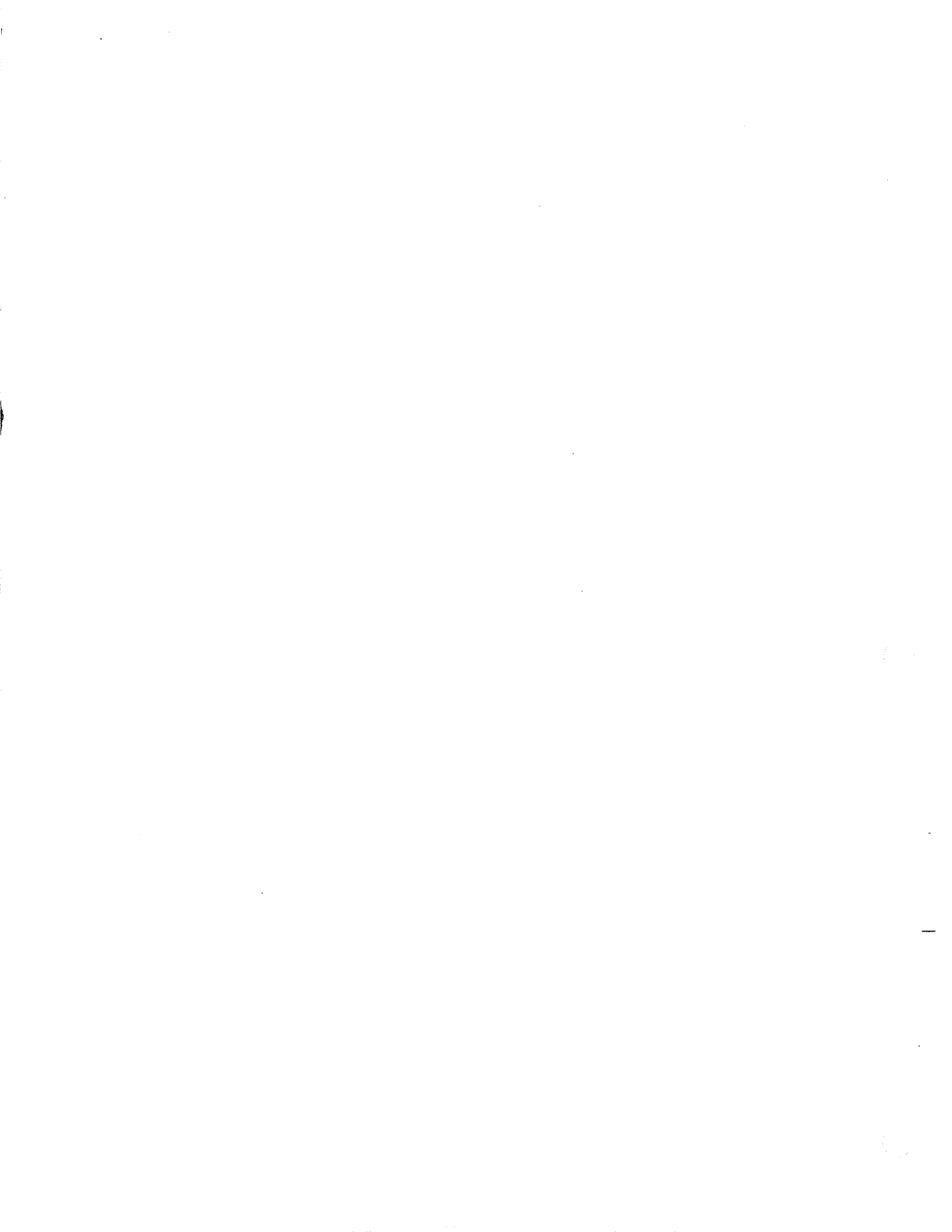
G. Michael Carlson, Planning Program
Luis L. da Silva, Planning Program
Robert Dawson, Architecture
Jennifer Mei, Architecture
Paul Braun, Renewable Natural Resources



INDUSTRIAL ZONING - ZONE I-1**I-1****Zone Summary:** Light and Heavy Industrial

Commercial, industrial and manufacturing uses: dwelling uses are not permitted except for caretakers' residences.

Maximum Height: 140 ft.**Minimum Lot Area:** None**Minimum Lot Width:** None



ZONING

Zoning is the set of municipal regulations that control the character of new development by establishing allowable land uses and the specific siting requirements under which new construction can be undertaken.

The city of Tucson zoning requirements are summarized in the pages that follow. The shaded areas in the maps show all the land in a specific zoning denomination. These maps are accompanied by a summary of respective zoning requirements.

Zoning is not an absolute predictor of the type of development that exists or will occur. Land is sometimes developed or used below the maximum permitted intensity. However, since zoning is a major factor determining land value, it may induce economic pressures that will often determine the long term use of the land.

In Dunbar/Spring this is important because the underlying zoning is generally more intense and suggests a different urban pattern than that present in the neighborhood. For instance, a significant amount of land in the edges of the neighborhood allow buildings up to 250 feet high (approximately 25 stories) while in reality most structures in this zoning area are one or two stories high. While presently there are no indications of economic pressure to increase the density the neighborhoods, it is important to realize the permissible use of the land within the neighborhood.

The zoning requirements were extracted from the Summary of Zoning Classification and Principal Height and Area Requirements and Zoning District Narrative Summary by City Of Tucson, May 1988, here annexed.

ZONING

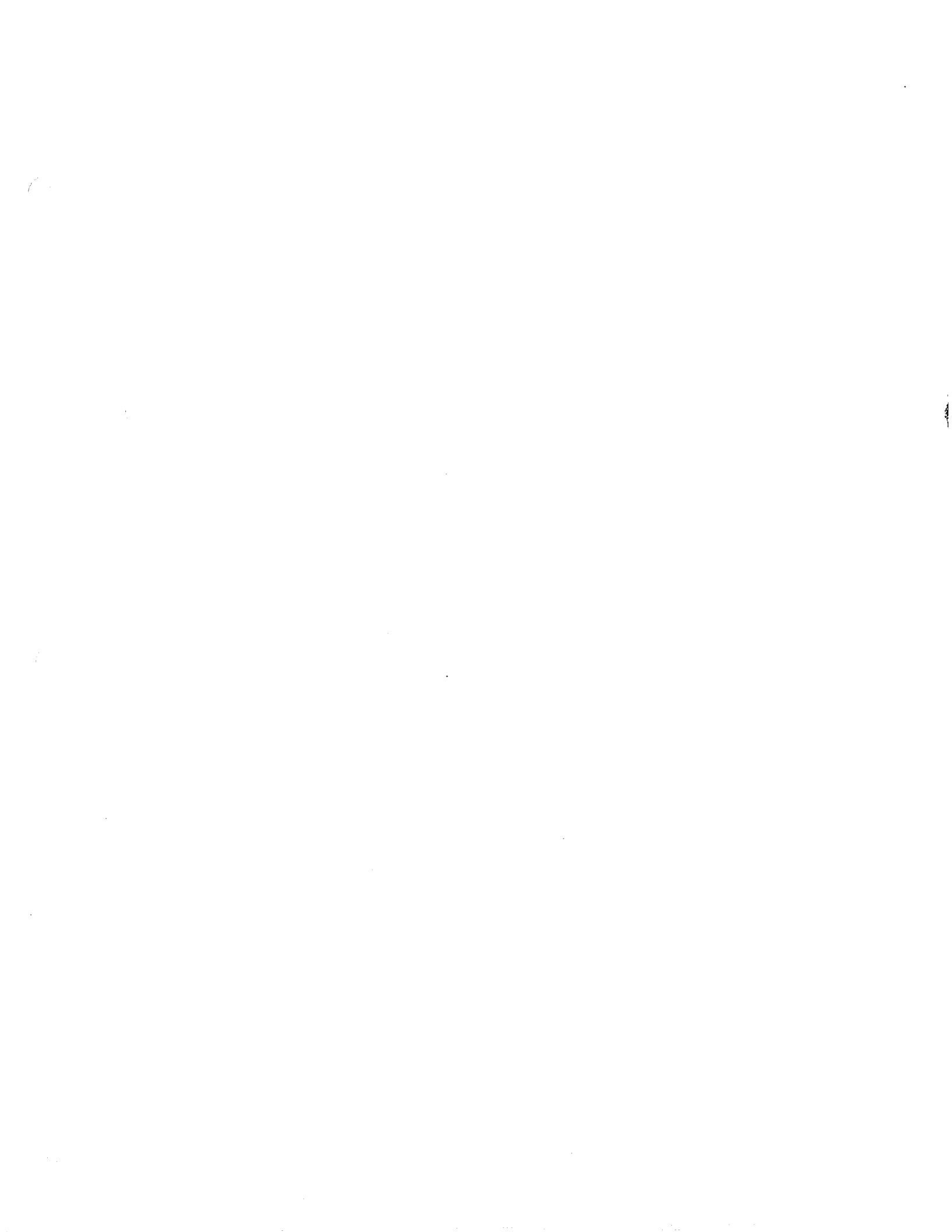
Zoning is the set of municipal regulations that control the character of new development by establishing allowable land uses and the specific siting requirements under which new construction can be undertaken.

The city of Tucson zoning requirements are summarized in the pages that follow. The shaded areas in the maps show all the land in a specific zoning denomination. These maps are accompanied by a summary of respective zoning requirements.

Zoning is not an absolute predictor of the type of development that exists or will occur. Land is sometimes developed or used below the maximum permitted intensity. However, since zoning is a major factor determining land value, it may induce economic pressures that will often determine the long term use of the land.

In Dunbar/Spring this is important because the underlying zoning is generally more intense and suggests a different urban pattern than that present in the neighborhood. For instance, a significant amount of land in the edges of the neighborhood allow buildings up to 250 feet high (approximately 25 stories) while in reality most structures in this zoning area are one or two stories high. While presently there are no indications of economic pressure to increase the density the neighborhoods, it is important to realize the permissible use of the land within the neighborhood.

The zoning requirements were extracted from the Summary of Zoning Classification and Principal Height and Area Requirements and Zoning District Narrative Summary by City Of Tucson, May 1988, here annexed.



RESIDENTIAL ZONING - ZONES R-2, R-3 and R-4

R-2

Zone Summary: Medium Density Residential

Multifamily residences are permitted with the primary restriction that there will be at least 3,000 sq. feet of lot area for each dwelling unit. Single family detached residences can be built on a minimum of 5,000 sq. ft. R-1 (residential-single family) uses are permitted.

R-2 Multiple Family

R-2 Single Family

Maximum Height: 25 ft.
Minimum Lot Area: None
Minimum Lot Width: None

25 ft.
 5,000 sq. ft.
 None

R-3

Zone Summary: High Density Residential

Primarily for apartment houses and dwelling courts. R-2 uses are permitted. Multifamily residential is allowed at one unit per 50 square feet of open space.

Maximum Height: 40 ft.
Minimum Lot Area: None
Minimum Lot Width: None

R-4

Zone Summary: Offices and Apartments

Offices and R-3 uses are permitted and limited research and development.

Maximum Height: 40 ft.
Minimum Lot Area: None
Minimum Lot Width: None



BUSINESS ZONING - ZONES B-1, B-2A and B-2H

B-1

Zone Summary: Local Business

The most restrictive of the commercial uses: limited to retail sales with no outside/storage. Items that are produced on the premises must be sold in the premises. R-4 uses are permitted and residential options are also allowed.

Maximum Height: 30 ft.
 Minimum Lot Area: None
 Minimum Lot Width: None

B-2A and B-2H

Zone Summary: General and Intensive Business

Retail business with wholesale, warehousing, bars, repairing and amusement enterprises permitted. Limited manufacturing and residential uses are permitted.

B-2A Business

Maximum Height: 35 ft.
 Minimum Lot Area: None
 Minimum Lot Width: None

B-2A Residential

35 ft.
 7,000 sq. ft.
 60 feet

B-2H Business

Maximum Height: 75 ft.
 Minimum Lot Area: None
 Minimum Lot Width: None

B-2H Residential

250 ft.
 10,000 sq. ft.
 None

